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The Hongkong Telegraph.

FOUNDED 1861
No. 21,859

六月八日英港香 號八月八日

SATURDAY, AUGUST 8, 1925. 日九月六

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HAPPY VALLEY

RUSSIA AND CHINA.

SOVIET INTRIGUE APPARENT.

Shanghai Enquiry.

London, August 7. In the House of Commons, on the motion for adjournment, replying to Mr. Arthur Ponsonby and the Labourites, who criticised the Government's policy towards Russia and towards China, Mr. Ronald McNeill described the present Government of Russia as the greatest defaulter in modern history. He said that Russian intrigue at present creates difficulties and making much mischief in China, but he did not believe at the moment that Russian propaganda in the long run would succeed in doing any material damage to the British Empire.

He reported recommendations of the commission of enquiry at Shanghai were probably correct, but not very important in view of the forthcoming judicial enquiry into the whole matter, which was likely to be established very soon. He emphasised that any obligations thrown on His Majesty's Government by the judgment of the judicial enquiry, would certainly be met. The Government's chief and paramount duty was to protect the lives and property of British nationals in China, while neglecting any opportunity of helping the Chinese to help themselves, but scrupulously abstaining from interfering in the internal Government of China.—Reuter.

Students' New Move.

Peking, August 7. It is reported that a movement among Chinese students in favour of boycotting all British missionary schools and colleges is making considerable headway.—Reuter.

A LIMERICK TO LIMERICK.

INTERESTING TRAVELS.

Our mail bag this morning revealed the fact that on May 30th Lt. Private E. Fero, of the 1st Surrey Regiment, decided the race in an attempt to win the Limerick Competition which was in progress. He addressed the slope:

The Hongkong Telegraph Editor,

LIMERICK.

The Hongkong Post Office, true to the traditions of its service, immediately popped it into the bag for "Erin's Isle." After the race had duly reached Limerick, went to Dublin where the official of the Post Office appreciated the urgency of the mission and immediately dressed it correctly and set it on the right road with commendable speed. Unfortunately, it has reached us too late, but should the reader care to secure the Limerick Competition, which travelled to Limerick and back, we shall be happy to hand it over to him.

FATAL EXPLOSION.

Amsterdam, Aug. 7. Four people were killed and several injured by the explosion of an oxygen apparatus in the artesian water factory at Ede, Gelderland.—Reuter.

COAL CRISIS.

MERELY POSTPONED.

London, August 7. On behalf of the Mining Association, Mr. Phillip Gee has issued a statement warning the public that the coal crisis will recur in exactly the same form next May, unless the situation is resolved in the interval; declaring that a small body of extremists are controlling the Miners' Federation and never intended to arrive at a settlement of the dispute. They do not want industrial peace, but wish to overthrow private enterprise and the existing structure of society.

A lasting settlement will be impossible until the constitutional issue is faced, namely, are we to be governed by Parliament, or by the Soviet acting in the name of the Labour movement.—Reuter.

ANGLO-GERMAN TRADE.

BETTER COMMERCE FROM TREATY.

Berlin, August 7. The commercial committee has adopted, with three dissentients a Bill on the Anglo-German commercial treaty of December 4th. The Government spokesman anticipated that as a result of the treaty German exports to Britain would increase to the equivalent of pre-war traffic. He stated that the British Government would recommend the treaty to the Dominions and Colonies.—Reuter.

RUBBER PRICES.

AMERICAN MEMORANDUM.

London, Aug. 7. In the House of Commons, replying to Mr. John Duckworth, Mr. Ronald McNeill stated that the United States Ambassador had left him, on July 27th, an aide memoire stating that a critical situation had arisen in the United States rubber industry, owing to the high price of crude rubber, and the smallness of stocks in London and the United States, said to be due to the working of the Stevenson scheme.

The aide memoire quoted certain proposals of the Rubber Association of America for improving the situation, as likely to stabilise the price of rubber at a reasonable figure. It stated that such stabilisation was essential for the continuance of normal operations by United States manufacturers, and consequently for the encouragement of the rubber growing industry.—Reuter.

U.S. FLEET.

LEAVES FOR NEW ZEALAND.

Hobart, Aug. 7. The American cruisers have departed for New Zealand. They had an enthusiastic send-off.

Admiral Magruder expressed his deep appreciation of Tasmanian hospitality. Governor O'Grady said the officers and men had given evidence that they were indeed our kinsmen.—Reuter.

THE ECONOMY COMMITTEE.

London, Aug. 7. Mr. Churchill announced in the House of Commons that the economy committee of three, mentioned by Mr. Baldwin on July 23rd, would consist of Lords Colwyn, Chalmers and Bradbury, the first-named being chairman.—Reuter.

HOME CRICKET.

YORKSHIRE'S LAPSE.

Another Century for Woolley.

London, Aug. 7. Playing at Canterbury, Kent defeated Sussex by an innings and 17 runs. Scores:

Kent, 349 for eight wickets (declared).
Sussex 106 and 136.

In Kent's first innings, Hardinge scored 82 and Woolley 118. For Sussex, Watson made 53. Marriott took five wickets for 64 runs and Freeman five wickets for 53 runs.

Hampshire Win. Playing at Taunton, Hampshire defeated Somerset by 10 wickets. Scores:

Somerset 104 and 199.
Hampshire 272 for eight wickets (declared) and 33 for no wicket.

In Somerset's first innings, Kennedy took five wickets for 32 runs and Boyes five for 43.

Daniell was Somerset's highest scorer with 72 to his credit. In Somerset's second innings, Kennedy took seven wickets for 74 runs. The highest scorers for Hampshire were Mead 80 not out and Howell 64. White took four wickets for 65 runs.

Warwick's Victory.

Playing at Birmingham, Warwick defeated Glamorgan by nine wickets. Scores:

Glamorgan, 176 and 118.
Warwick, 183 and 114 for one wicket.

In Glamorgan's first innings, Davies made 66 and Partridge took five wickets for 56 runs. The same bowler took four wickets for 57 runs in Glamorgan's second knock.

In Warwick's first innings, Ryan took five wickets for 72 runs, whilst in the home team's second venture Parsons was highest scorer with 59 not out.

Middlesex's Bogey Team.

Playing at Bristol, Gloucester gained a first innings' victory over Middlesex. Scores:

Gloucester 274 and 123 for five wickets (declared).
Middlesex, 222 and 33 for no wicket.

In Gloucester's first innings, the highest scorers were Dipper 87, Hammond 51 and Bloodworth 50. Hearne took four wickets for 77 and North four for 45 runs. In Gloucester's second knock, Durston took four wickets for 35 runs. The highest scorers for Middlesex were Hendren 53 and Mann 50, not out. Hammond took four wickets for 50 and Parker six wickets for 120.

Yorkshire Again Fall.

Playing at Leicester, Leicestershire gained a first innings' victory over Yorkshire. Scores:

Leicester, 222 and 195 for five wickets.

Yorkshire 197.

In Leicester's second innings, Astill made 70, not out, and Geary 63. For Yorkshire, Oldroyd made 55, not out. Geary took four wickets for 46 runs.

Northants Lose at Home.

Playing at Northampton, Derbyshire gained a first innings' win over Northamptonshire. Scores:

Northants, 201 and 279 for nine wickets (declared).
Derbyshire, 244 and 96 for one wicket.

In Northants' first innings, Timms made 67, Cadman taking four wickets for 42 runs. The highest scorers in Northants' second innings were Timms 55, Walden 53 and P. Wright 53.

Morton took five wickets for 89 runs. Crommell Brown was top scorer for Derby in the first innings, making 68, while in the second Lee made 60, not out. P. Wright took four wickets for 45 runs.

Points for Lancashire.
Playing at Blackpool, Lancashire gained a first innings' win over Essex. Scores:

Essex, 88 and 184 for seven wickets (declared).
Lancashire, 203 for seven wickets.

It is understood that, Lieut.

Faure, commanding H.M.S. Robig

at Canton, has been relieved and

will sail to-day by the s.s. Kash-

gar for Hongkong. His splendid action in intervening when some defen-

ders were attacking British

troops in Canton, last June, will

be recalled.

POLICE RAID.

YAUMATI AREA SEARCHED.

Over 30 Arrests.

The locality enclosed by Pitt Street, Hamilton Street, Reclamation Street and Portland Street, Yaumati, was combed by the police this morning in a raid carried out with the assistance of the military.

A detachment from the 5/2nd Punjab threw a cordon round the area whilst a house-to-house search was carried out by the police under the command of the Captain Superintendent of Police (Mr. P. P. J. Wodehouse, C.I.E.), the Assistant Director of Criminal Intelligence (Mr. L. H. V. Booth) and the Assistant Superintendent of Police for Kowloon (Mr. W. R. Scott).

About thirty persons were taken into custody and their cases are now being investigated.

RADIO "SCOOP."

ARCTIC EXPLORER INTERVIEWED.

New York, Aug. 7.

Afeat believed to be unique in the history of journalism was performed by a Chicago newsman wirelessly interviewing the explorer Macmillan aboard the Peary in the Arctic, over a distance of nearly four thousand miles.

The talk mostly dealt with the subject of wireless. Macmillan explained how he is keeping in radio-telegraphic touch with civilisation, and said he had actually heard voices in London and Schenectady. The Eskimos had simply accepted wireless as another great work of the white man not more wonderful than the gramophone.

The interviewer also heard a gramophone concert being given to the Eskimos.—Reuter.

CORRESPONDENCE.

(To the Editor of the Hongkong Telegraph.)

The Free Library.

Sir,—Now that the Labour Bureau at the City Hall has been closed down, would it not be possible for the Free Library to be opened?

All through the strike this institution, poor as it is, has had its doors shut. Surely there is no need for this state of affairs to continue any longer. There may not be many who take advantage of such facilities as this Library offers, but the few who do should by this time be considered. Or have the Library staff all gone on strike?

Yours etc.,

BOOKWORM.

Hongkong, Aug. 7, 1925.

ALLEGED SWEATING.

LABOUR PARTY VIEWS.

London, Aug. 7.

The report of the Labourite committee on sweating imports confirms the earlier forecast and shows that the committee did not confine its attention to the domestic aspect, but contemplates international action against sweating, for which the existing machinery provided by the peace treaty should be utilised, supplemented by the resolution of an International Labour Conference binding the signatories to enforce a boycott against goods produced under condition not conforming to the Washington hours convention; though the boycott would only be applicable where an alternative supply were available.

The committee emphasises the uselessness of tariff manipulation as a remedy against sweated goods.—Reuter.

TERRITORY DISPUTE.

U.S. TO ARBITRATE.

Managua, August 7.

The Government of Honduras has agreed to withdraw its forces from the border territory which is disputed with Nicaragua, and to leave the settlement to arbitration by the United States' Government.—Reuter's American Service.

PALESTINE FIGHTING.

HEAVY FRENCH CASUALTIES.

Jerusalem, Aug. 7.

It is learned that the French casualties in the recent engagement with the Druze rebels amounted to 200 killed and 600 wounded. The civilian traffic between Damascus and Semakh has been suspended.—Reuter.

PARLIAMENT ADJOURS.

London, August 7.

Both Houses of Parliament ad-

joined this evening until November 16th.—Reuter.

H. M. the King has approved

the appointment of the Hon. Dr.

Joseph Bartlett Addison, M.B.E.

to be an Official Member of the

Legislative Council during the

absence on leave of the Hon. Mr.

E. D. C. Wolfe.

It is understood that, Lieut.

Faure, commanding H.M.S. Robig

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will sail to-day by the s.s. Kash-

gar for Hongkong. His splendid action in intervening when some defen-

ders were attacking British

troops in Canton, last June, will

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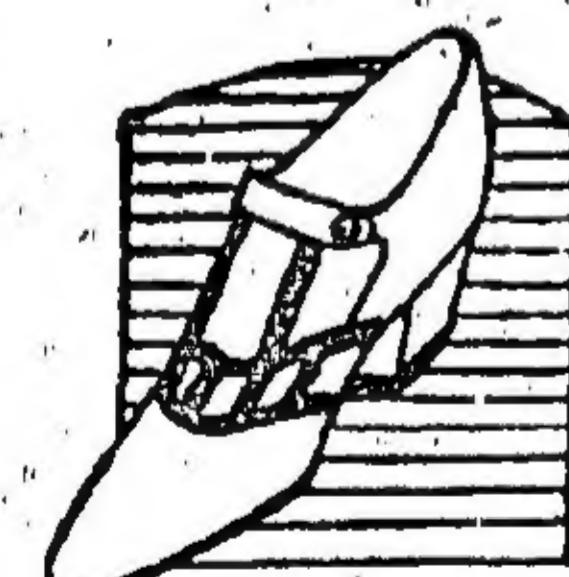
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Hongkong, 16th. February '25.

THE STINNES CONCERN.

PLANS TO SELL FLEET.

Obligations Amount to 180 Million
Marks.

Berlin, August 7. The reconstruction of the
Stinnes concern, the final aim of
which is to revert to the original
business of the late Hugo Stinnes,
namely coal trading at Muelheim
and working the Stinnes mines in
west Germany only, is slowly pro
gressing owing to the all-round fall
in stock exchange quotations on
mining and industrial shares, and
the difficulty of selling the Stinnes
shares *en bloc* to one holder to
avoid weakening the market by
throwing them on the stock ex
change.

The Stinnes obligations are
now stated to total 180 millions
marks, of which forty millions have
already been paid off by the sales
of some of the Stinnes property.
It is calculated that there will still
be a surplus of assets over liabilities
if the entire Stinnes property be
regarded as an asset. Negotiations
are proceeding for the sale of
Hugo Stinnes Riebeck Mining
and Oil Works. Prospects of dis
posing of the Stinnes fleet of a
quarter of a million ton are ap
parently very small. Plans are now
being discussed for the formation
of a new company to take over the
fleet at the price of 25 million
marks.—Reuter.

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SYRIA FIGHTING.

A FRENCH REVERSE.

Judgment, Aug. 8.—It is re
ported from Damas that on the
occasion of the capture of Sueda
the French captured several tanks
and machine guns and brought
down several aeroplanes. The
French have evacuated souther
Hauran.—Reuter.

Parja, August 8.—*La Matin* un
derstands that the Government
has received confirmation of the
capture of Sueda.—Reuter.

NAVAL TOUR.

FAREWELL MESSAGES.

Melbourne, Aug. 6.—Admiral
Coontz and Mr. Bruce exchanged
farewell messages on the eve of
the departure of the U. S. Fleet.

Admiral Coontz says the wel
come exceeded the fondest anticipa
tions. "In all my experience I
have never seen such an out
pouring of friendship and kind
ness."

Mr. Bruce says "The visit has
forged a link which will never
break."—Reuter.

MOTOR ACCIDENT.

DUTCH EDITOR OUT OF DANGER.

Davos, Aug. 7.—Dr. Rademaker,
the Editor of the Dutch newspaper
Faderland, who sustained a frac
tured skull and other injuries as
the result of a motor car crashing
into the parapet of bridge, is now
out of danger. His compatriots in
the car, who were also injured, are
now recovering.—Reuter.

SOVIET COMMERCIAL COMMISSIONERS.

THEIR VISIT TO JAPAN.

Tokyo, Aug. 6.—Japan has
notified Russia that the Soviet com
mercial commissioners will be
admitted to Japan, but no diplo
matic privileges will be accorded
them. The Foreign Office stated
that Baron Tanaka is at present
negotiating on the matter with
Moscow.—Reuter.

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For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW,
Chief Manager.
Hongkong, 7th. January 1925.

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In FRANCE: — Comptoir National d'Escompte de Paris, Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industrial et Commercial; Societe Generale.

In LONDON: — The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

In NEW YORK: — J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. LECOT, Manager.

BANQUE DE L'INDO-CHINE (BRANCH BANK).

HEAD OFFICE: — 86, Boulevard Haussmann, Paris.

Capital Frs. 72,000,000.00

Paid-up Capital Frs. 68,400,000.00

Reserves Frs. 59,667,233.64

BRANCHES & AGENCIES:

Bankok, Battambang, Canton, Djibouti, Haiphong, Hankow, Hanoi, Hongkong, Saigon, Shanghai, Singapore, Noumea, Papets, Tientan, Touloum, Tsinandzick.

BANKERS:

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Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. LECOT, Manager.

NEDERLANDSCHEN HANDEL NAATCHAPPIJ (Netherlands Trading Society).

BANK.

Established 1824.

Hongkong Branch established 1906.

Authorized Capital: Guilders 150,000,000

(\$12,500,000)

Paid-up Capital: Guilders 80,000,000

(\$6,666,670)

Reserve Fund: Guilders 20,536,861

(\$2,711,465)

Special Reserves: Guilders 22,660,000

(\$2,888,530)

HEAD OFFICE: — AMSTERDAM.

Eastern HEAD OFFICE: — BATAVIA.

BRANCHES:

Bandjarmasin, Kuta-Rade, Rotterdam, Bandung, Macassar, Samarang, Bombay, Medan, Shanghai, Calcutta, Padang, Singapore, Oberibon, Palembang, Soerabaja, Djember, Palecalon, Soerakarta, Djokjakarta, Ponang, Tegal, Tjilatjap and The Hague, Rangoon, Weltevreden, London Bankers: — National Provincial Bank, Ltd.

Correspondents all over the world.

BANKING BUSINESS OF EVERY DESCRIPTION.

M. J. HERBSCHLEB, Agent.

THE P. & O. BANKING CORPORATION, LTD.

(Incorporated in England 1920)

With which is affiliated

THE ALLAHABAD BANK, LTD.

INDIA.

Authorized Capital \$25,000,000

Subscribed and Paid-up \$22,684,160

Reserve Fund \$ 135,000

HEAD OFFICE: — 122, Leadenhall Street, E.C.

WEST LONDON BRANCH: — 14-16, Cockspur Street, London E.W.1.

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Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal cities of the world.

L. E. HOPKINS, Manager.

22, Des Voeux Road Central, Hongkong.

THE HO HONG BANK, LTD.

(Established 1917.)

CAPITAL:

Authorized Capital \$20,000,000

Issued 8,000,000

Paid-up 4,000,000

Reserve Liabilities of Shareholders 4,000,000

Surplus

WATSON'S PRICKLY HEAT LOTION

An infallible remedy, affords immediate relief and effects a speedy cure.

Prices 50 cts. & \$1.00 Per Bottle.

A. S. WATSON & CO., LTD.

HONGKONG DISPENSARY.
ESTABLISHED 81 YEARS.

OUR STOCKS

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Victor Records

Are
Larger Than Ever Before.
Ask
For Catalogue

S. Moutrie & Co., Ltd.

SOLE DISTRIBUTORS

PRICE'S MOTOR LUBRICANTS

FOR EASIER STARTING AND SMOOTHER AND CLEANER
RUNNING

A WONDERFUL RUN WITH SUMMER HUILE DE LUXE

A P. & M. and sidecar covers 1,000 miles in 48 hours without stopping the engine.

Summer Huile de Luxe exclusively used contributes to this notable success. Of the brilliant success Messrs. Phelon and Moore wrote:

"P. & M. 1,000 MILES NON-STOP"

"As you are no doubt aware, confirmation of this stupendous test has now been received from the A.C.U., and we are glad to testify to the complete satisfaction we received from the use of your Huile de Luxe."

"The achievement of this World's Record of keeping an air-cooled engine running continuously for 48 hours on the road, would not have been possible had not the engine been perfectly lubricated throughout, and we consider the quality of the oil, especially its purity, to have been a very important factor in our success."

PHELON & MOORE, LIMITED.

(Signed) B. MARIANS,
Managing Director.

HUILE de LUXE (in 2 gln tins) \$6.00 per tin
MOTOR OIL 'C' (in 1 gln tins) \$3.00
GEAR OIL (" " ") \$3.00

LARGE STOCKS CARRIED BY

SOLE AGENTS

LANE, CRAWFORD, LTD.

Phone C. 4567.

"PHOMENE" FOAM TYPE FIRE-FIGHTING APPLIANCES.

A BRITISH Product Throughout.



The remarkable success of "PHOMENE" has led to its adoption in protecting homes, buildings and industrial plants.

Full particulars from
Sole Agents

MUSTARD & CO.

16-17, Connaught Road Central.
Phone Central 1186.

The Telegraph.

SATURDAY, AUGUST 8, 1925.

DESERVED CENSURE

The only quarrel we have with the jury's riders to their verdict in the enquiry which was concluded on Thursday at the Magistracy into the death of a Chinese who was killed by the disastrous landslide at Happy Valley on June 15th is that those riders were not strongly enough worded. At the same time we do congratulate the Coroner (Mr. S. B. B. McElderry) and the Jury (Messrs. D. Templeton, C. J. Joseph and Mr. D. O. Russell) for bringing out, during the course of the enquiry and the summing up, the very serious state of slackness and "maskee" which existed during the work on the hillside preparatory to the fatal fall. The facts are well-known; how a retaining wall, erected to prevent "spoil" earth from sliding down the hillside, was converted into an impounding dam when the heavy rain fell and how it burst, releasing tons of water, earth and rocks which devastated that end of Happy Valley. What the public is most concerned with is the question of responsibility and it was to that point that the Coroner mostly addressed the enquiry. It was told in evidence that the drainage office at the P.W.D. is responsible for drainage works when new roads are made but that another office (the Building Authority) is responsible for drainage when building sites are being prepared, and it was confessed that the drainage office had nothing to do with the fact that a huge building site in course of preparation was improperly drained. One of the Colony's prominent architects confessed that when he visited the site and saw that the contractor was not using proper materials for the making of mortar, all that he did was to call the contractor's attention to it. That, he considered, ended his responsibility. An Engineer of the P.W.D., who said it was his duty to scrutinise the plans of the wall which collapsed, added that it was not within the scope of his department to consider the question of whether water would not enter the wall from above, whilst the Building Authority stated that he considered that the architects should remain responsible for proper drainage arrangements on a site in

course of construction. Throughout the whole enquiry there was a general denial of responsibility and an almost unanimous attitude on the part of witnesses corresponding to the Chinese excuse—"No, blong my piggin." It was inevitable that the Coroner, in his summing up, should have something very serious to say about the want of co-ordination between the various departments of the P.W.D. and of the architect's view of his responsibility in the matter. On the question of the use of inferior mortar the Coroner also expressed his views, and the Jury proceeded to bring in riders to their verdict to the effect that the Ordinance relating to the construction of retaining walls needs amending, that there should be more co-ordination between the various officers of the P.W.D., that expert drainage engineers should pass all large development plans, that the architect in the case should be censured, that a P.W.D. overseer should be censured for failing to report inferior workmanship and that work on the wall should cease until the Director of Public Works is personally assured of its proper drainage and safety.

We should have liked to have seen some comment on the action of the contractor in using inferior materials and we should have also liked some stronger recommendation with regard to the re-organisation of our Public Works Department. In the immediate past we have had occasion to comment in strong terms on the lack of P.W.D. co-ordination because there have been serious happenings arising from that lack, and we do seriously suggest that the whole of the Department needs reorganising. We don't want any more Happy Valley or other similar disasters. We want the Colony's architects and contractors very thoroughly supervised in the interests of public safety, and we want some greater assurance than now exists that the work of developing this Colony is not necessarily to be attended by such serious fatalities as that which has just been enquired into.

More Canton Ravings.
Almost every day are the reading public in Canton regaled by the agitators with fresh examples of the dead set which is made against all things foreign, and all the deeds, or absence of deeds, by foreign nations—except, of course, the dear Bolsheviks, or those unfortunate people who have lost extraterritorial rights. There was a tendency up to recently for the officials at the Kwangtung Communist camp to angle for American sympathy, with the bait of flattery, and perhaps the wish was father to the thought that of all the Powers concerned the United States would be most likely to give separate treatment to present Chinese problems. But that hope has evidently passed. It has been shown that, whatever isolated utterances might be made, the American Government is at one with the other Powers in its viewpoint on conditions in China, and is unlikely to give away concessions without every assurance of their being merited. This has at length caused the Canton spokesman to come out into the open with a declaration of the "iniquities" which they consider pertain to America's present attitude. It serves merely as a proof of the "hypocrisy" which animates the "Rods" of South China, and their chagrin at seeing one of their pet schemes gone astray, the dividing of the ranks of the foreign Governments concerned. Anybody who thought otherwise can now see that the

DAY BY DAY.

THE CHIEF PANG OF MOST TRIALS IS NOT SO MUCH THE ACTUAL SUFFERING ITSELF AS OUR OWN SPIRIT OF RESISTANCE TO IT. —Jean Nicholas Grou.

The rate of the dollar on demand-to-day is 2s. 3½/16d.

The a.s. Tanda is due here with the Australian mail on Monday.

H. E. the General Officer Commanding the Troops (Major-General C. C. Luard) paid an official visit yesterday to H.M.S. Cairo.

H. E. the Governor has appointed Major C. Willson, O.B.E., V.D., to act as Superintendent of Prisons in addition to his other duties, during the absence on leave of Captain H. F. Bloxham.

It is stated that the Hongkong Philharmonic Society hope to produce Gilbert and Sullivan's opera "Iolanthe" in November. The music has arrived and rehearsals will begin shortly.

Messrs. Carroll Bros. are in receipt of a cable from Singapore, informing them that the price of rubber is now \$1.28½ per lb. They also advise that the Bassett Rubber Co., Ltd. have declared a 5% Interim Dividend.

policy of the Kuomintang is out and cut anti-foreign, or, more correctly, anti anything which represents organised authority. The flaring red dye has thoroughly permeated this absorbent portion of Cantonese material.

Chinese Labour Conditions.
The correspondent who, yesterday forwarded us a clipping from a Home paper setting forth the main features of a pamphlet issued by the Stationery Office in regard to labour conditions in China must have been under the impression that the statements contained therein had reference to factories and establishments in foreign settlements, whereas in actual fact they applied to purely Chinese concerns in China itself. What is more, the facts put forward were vouched for by British officials, and hence there is good reason for believing that they represent a true reflection of actualities. Here in Hongkong—and the same applies to the International Settlement in Shanghai—we have no opportunity of seeing how the Chinese worker is treated in his native land, where it is, however, common knowledge that he is mercilessly exploited by the Chinese owners of industrial concerns. We see no reason, therefore, for doubting the statements that blacksmith apprentices are compelled to work nineteen hours a day for seven days a week, nor that tin-workers put in from sixteen to eighteen hours. It is precisely because such conditions exist in China itself that the Labour leaders of the Treaty Ports, and foreign possessions in the East are guilty of the utmost hypocrisy when they seek to imply that the present upheaval has its origin in oppression of Chinese workers by foreign industrialists. Unhappily, these allegations are accepted and wholeheartedly believed by the labour leaders in England and America, as well as by other publicists who ought to know better. It cannot be too strongly emphasised that the labour conditions in foreign establishments employing Chinese workers in the East are a thousandfold better than in purely native factories and works, which suggests the point that the Chinese agitators

would be far better employed in working for much-needed reforms in these latter establishments than in pretending that the real blame for the exploitation of the workers lies with foreigners.



My remarks last week on my unique collection of fishing trophies has prompted an ardent fellow-angler to write asking me what bait I am in the habit of using. Well, I dare say you will all think me a mug for parting with my secret, but I rather pride myself on being one of the most unsophisticated sportmen that ever threw a cast and I am only too happy to yield my correspondent the information he desired.

For minnows I usually bait either with a March brown or a three-cornered Cape of Good Hope blue. For tadpoles I employ live mackerel, occasionally varying with stale wedding cake crumbs made up into a paste with tar or "Giant cement". For dead oats I strongly recommend baiting with dead mice or dead milk, while for kettles and saucepans I have found nothing better than two horse-power electro-magnets.

I regret to read that a fellow townsmen of mine has just been fined £2 for hitting another man's nose in a scuffle. I understand, however, that the nose has been merely bound over.

RHYMES WITHOUT REASON.
A sober young fellow named Spaniard
Is a love with a maiden
sodeight;

Willie's in his cradle while his father's out at sea.
"Baby, art tha sleepin' there below?",
"A the way from Trinidad in the Carribbees,
Past the Lizard up to Plymouth Hoe.

Come ye from the dyin' moon an' come along to me!
"O'er the rollin' waters will ye go—

Rollin', blowin', breathin'—
"Ye'll make the port this evokin',
While the blessed baby's snorin', snorin', sweet and low.

Willie's in his cradle while his father's out at sea.
"Baby, art tha sleepin' there below?",
"Listenin' for the whistle that'll bring him home to tea,
And shakin' out the silver sails to go.

Call him from your crib, kid,
call from mother's knee,
Then cuddle down and quik to by-bys go;

And the shinin' silver will bring your Dadda soon;
But if he finds you wakin'—
well, look out, my son, what-oh"

I have just been reading about a Household College where the daughters of wealthy men—dukes, company promoters, bricklayers, and the like—are taught, amongst other things laundry-work and the cleaning of stoves and flues. This, I think, is an excellent idea. So many men who marry dukes' daughters are content to put the washing out and have a sweep in to attend to the flues, while the job of polishing the stoves is left to the weekly charwoman, who carries out her duties in a listless and perfunctory manner without knowing anything of the Higher Stove Polishing. But chiefly it is the laundry side of the matter which appeals to me. When I

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One of the signs of returning normality was the resumption two days ago of the early morning service by the "Star" Ferry Co., the first boat leaving at 5.30 a.m. This has been much appreciated by people sending dairy and market produce across the harbour.

One of the pets on board H. M. S. Cairo, now in port, is a mouse-deer, which has learned to pace the deck like any of the crew.

taking a constitutional, wheeling by itself at each end of its res-

tricted recreation space, without attempting to trespass in for-

bidden areas.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 8th August, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)

LOCAL MOTOR NOTES & NEWS

Automobile Strike Service.

The events of the past few weeks have, of course, been responsible for the non-appearance of this supplement, but at the same time, the attempted dislocation of the Colony's normal routine has provided ample opportunity for the automobile to give convincing proof of its great utility as a factor in the maintenance of passenger and supply services. Without the motor car or bus, the stoppage of the tramway services would have proved far more inconvenient; as it was, the "foreigners" against whom the so-called "strike" was directed, found the emergency motor bus services quite an enjoyable and economical alternative means of transport. Without the motor car, it might have been a somewhat different story.

Garden-Road, and Speed.

Possibly the strike has accounted for the slow progress in the work of widening Garden-Road but we hope that an effort will be made to speed up this much-needed improvement. Whilst this thoroughfare is under discussion, it is opportune to draw attention to some drivers who certainly exceed the limit of speed between the Murray Parade Ground and the Helena May Institute. Unquestionably, the road is particularly dangerous to pedestrians, especially from the Cathedral to the lower tram station, and it is really surprising that serious accidents have not been recorded. Judicious supervision occasionally, would probably result in a few of these "hogs" being brought to book. One prominent and highly respected resident had an alarmingly close shave of being knocked down one afternoon not so very long ago by a motor cycle which suddenly and almost noiselessly swung round the corner by Volunteer Headquarters.

Traffic Intelligence.

The incident in the last paragraph raises another issue. Why is it that traffic constables rarely seem to think it necessary to give any warning to pedestrians who may be on the road when a car is taking a corner? Take the case quoted above. The pedestrian concerned was in the act of crossing from the right hand side of Garden Road by the Volunteer Headquarters in order to proceed to the tram station. The constable on traffic duty suddenly gave the "road clear" sign to a vehicle approaching from the direction of the P.W.D. offices, and although it might be argued that the pedestrian should pay at-

tention to the same signal, in this instance it apparently was not noticed, with the result that by a stroke of luck only, a serious accident was narrowly avoided. It may be presumed in this case that the motor cyclist was right in taking it for granted that the constable's signal ensured a clear road around the corner, not only of other vehicles, but also of any person or object with which he might collide, and had an accident have occurred, nobody but the constable would have been to blame. Traffic police should be most emphatically instructed to pay attention to pedestrians who are compelled to use the roadway, as well as to drivers of vehicles, and in cases of dangerous "speeding", they should compel offending drivers to stop.

Motor Bus Services.

It is somewhat difficult to understand the Government's cautious attitude in regard to the placing of motor buses on our thoroughfares. There are many districts which the tramway does not serve and never could serve, such as Caine Road and the thickly populated thoroughfares adjoining, and obviously, the only means of comfortable transport is the motor bus. There is no need to look for data regarding reliable or desirable types of vehicles, for there are plenty of examples of good machines on the road in the Colony already. The motor bus is undoubtedly the most modern and adaptable means of modern passenger conveyance, and every encouragement should be given to any responsible concern willing to cater for Hongkong's passenger transport. After all, we might as well be up-to-date.

The "Austin Sevens".

These sturdy little machines have certainly come to stay here. It is not so very long ago that Messrs. Alex. Ross were showing a demonstration model, and since that time nearly sixty have taken the road. Wherever they have been introduced the same success has been achieved and it is a tribute to the makers that such an excellent and happy little runabout can be placed on the market at such a reasonable price. Another shipment arrived this week

Military Motor Cyclists.

The newly formed motor cycle section of the Hongkong Volunteer Defence Corps was not long in existence before an opportunity occurred for it to show its usefulness. When the serious side of work is over, what about a little play in the way of a motor cycle

gymkhana? Maybe, we shall have to wait for the next Volunteer sports meeting.

Government Vehicles.

The number of motor lorries in the Government service must be considerable, and we are glad to see essential services being modernised in this respect. The ancient and picturesque bullock-drawn wagon, is gradually giving way to more expeditious modes of conveyance, but it is occasionally noticed that the condition of some of the lorries is scarcely creditable. We can not say what system of supervision is exercised, but it is up to somebody to see that proper care and attention is given to all such vehicles. Any concern which operates commercial or public vehicles at Home, usually employs a night staff whose duty it is to take over the machines at the end of the day's work, and properly clean, oil and prepare them for the next day. Such an arrangement is obviously necessary in the interests of economy and efficiency, and we should like to see signs of it being put into practice in Hongkong. However, we hear that the Government has recently appointed an expert automobile engineer to look after the whole of its motor vehicles.

Ferries.

The recent strike has again emphasised the lack of suitable vehicle ferries on the harbour. Time slips by, and still the Colony is without one of the most important means of communication between the island and the mainland. What a saving of time and labour it would bring about were it possible to drive a car or lorry direct on to a ferry for transportation across the harbour. When the Hongkong Hotel buses were employed in Kowloon, much valuable time was lost in getting them taken across, whereas it should have been possible to have them running on the other side within fifteen minutes or so from the time that it was decided to employ them. Surely this is a question calling for immediate action!

FEW TOURING CARS.

Three-fourths the production of a large automobile firm this year will include enclosed cars. The same company plans to enclose 85 per cent. of its junior models.

WHY THE SMALL CAR.

The small car has been made popular in Europe primarily because its maintenance is low and then because taxes on it are low. In addition it is best for city conditions, being faster, easier to operate, and easier to park.

MY OLD BUS.

[BY "CYNICUS."]

At the present season when all the world is out on wheels, I frequently find myself hurtling through the atmosphere bound for a cooling dip after the heat of the day, or during week-ends, out for the day fully equipped with sandwiches, cold collation and marmalade. It is at these moments that I appreciate what a blessing it is to own a car, no matter whether it be the laughing stock of the more fortunate ones who always manage to acquire a "this year's model."

Strange to say, I never took up driving myself. Some of my friends swear that driving is more than half the pleasure, but, for myself, I prefer to allow somebody else to dodge the chickens and pedestrians while I sit back and enjoy the changing moods of mother nature. Anyhow, I always manage to retain the services of a more or less efficient chauffeur, so why worry? Possibly if I owned a really posh car, I might adopt a kindler attitude towards it, but seeing that my bus has long since lost its polish and appearance—almost beyond the allotted spanner in fact—I'm only interested in "getting there" and the sooner the better.

The one great benefit about a really shabby looking bus is that one's friends do not make themselves particularly affable in the hope of getting a free "joy ride." As a matter of fact, free "joy rides" in friends' cars only bore me stiff, because one has to be such a prevaricator in praising their bus and the manner in which it is manipulated. And then there is the expense connected with a decent car. What care, I, if, when I am not using my machine, it reposes in the rain on the Praya? Even if my driver cares to take out the whole bunch of his wife's relations and drive them round and round the Colony until they are blue in the face, I don't object. Even if he takes an occasional splash in the harbour, car and all, it saves washing, and won't make a bit of difference when I next require it. Sometimes I do give a pal a lift, but it is always understood that he shares the running cost, because, even with my bus, it cannot be said that it runs for nothing. Not a very big item I'll agree, just a little matter of the meter—forty cents per mile.

CONSIDER THE OTHER FELLOW'S SAFETY AND YOURS WILL FOLLOW

PACKARDS IN ENGLAND.

AROUSE MOST FAVOURABLE COMMENT.

Packard Six and Eight cars, now equipped with Chassis lubrication systems and motor oil rectifiers, have drawn much favourable comment from English motor experts.

It is a custom in London for motor car exports of the newspapers to test new cars as they are introduced to the public and give their impressions in their papers. The new Packards have just made their appearance in England and have been undergoing the customary newspaper tests.

To those who appreciate what a massy and awkward job the lubrication of a chassis is," wrote H. Massao Buist in the *London Morning Post*, "the mere fact that you can oil this eight-cylinder-in-line engined Packard car while you are actually driving perhaps suggests even a truer notion of the luxurious nature of the motoring offered by this new type than does the mere mention of the number of the cylinders employed."

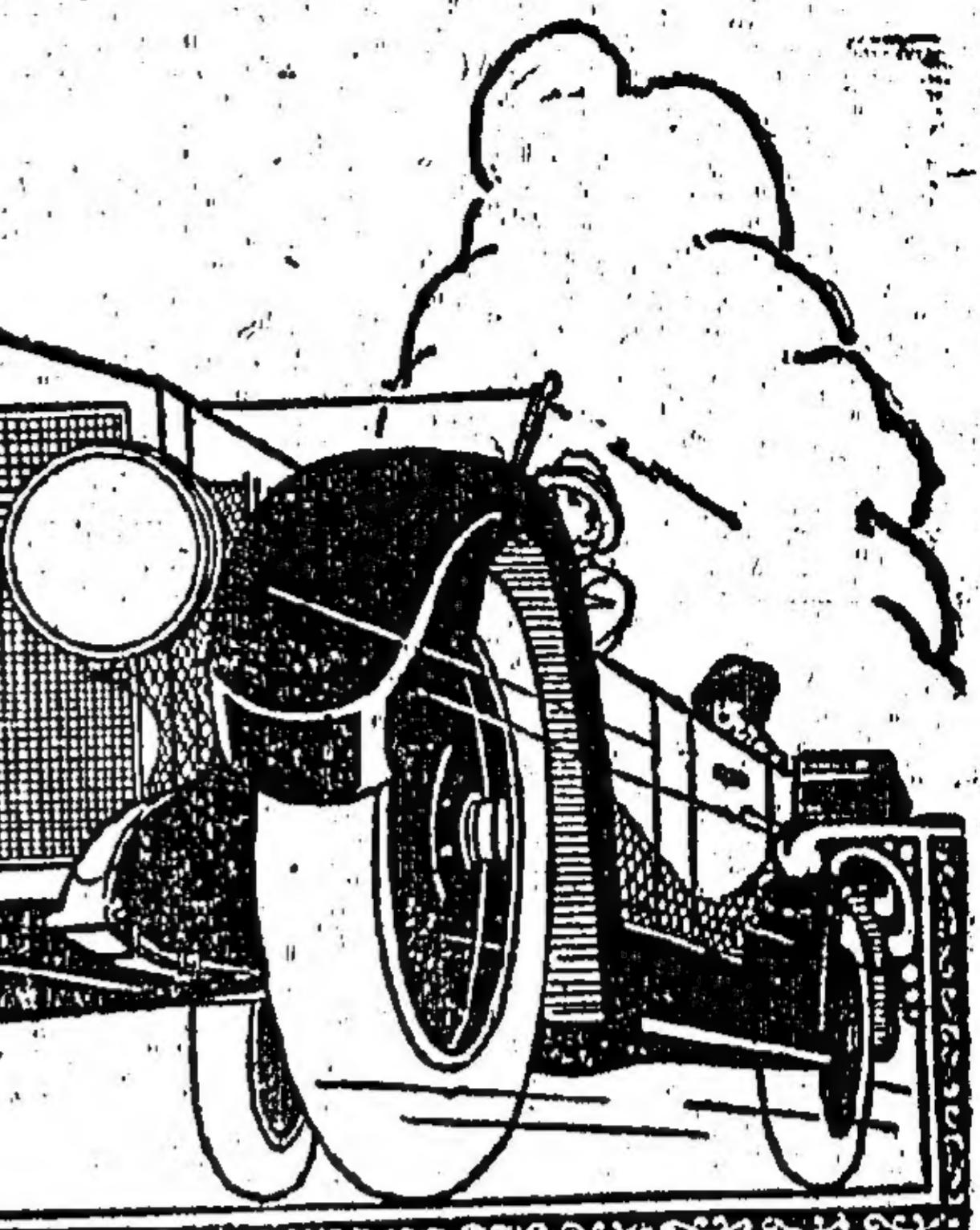
Commenting further on one of the new Eights Mr. Buist wrote: "The impression given by its performance is that this is the finest chassis yet issued by the Packard factory, and to express higher praise of a Trans-Atlantic motor car is scarcely possible. Undoubtedly, for luxurious motorizing, the eight-cylinder-in-line engine is a type which will be much more in evidence during the next few years."

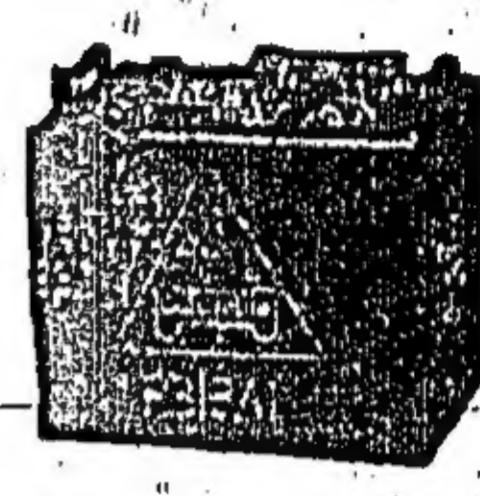
The Dragon Motor Car Company, Ltd. have been appointed agents for Hongkong for the Packard cars, and the first shipment recently arrived by the s.s. President Gaird.

TIN LIZZIE.



This is not Henry Ford. It is Warren J. Hinckley, state senator of Genesee county, Michigan, who, because of his likeness to Ford, has been nick-named "Tin Lizzie" by his fellow legislators.





Their rugged endurance and exceptional power fit them for the hardest service.

THE DRAGON MOTOR CAR CO., LTD.
13, Woog Chung Road.
Happy Valley.

Columbia
Storage Batteries

GARGOYLE Mobiloil

Make the chart your guide

The price we ask for Gargoyle Mobiloil is not an arbitrary charge for something that costs nothing extra to create but, on the contrary, it is a charge to cover the added cost of making the lubricant good enough to "deliver the type of service" which will live up to the buyer's highest expectations.

Poor quality lubricating oil may be purchased at the same price charged for Gargoyle Mobiloil. The use of the word **CHEAP** frequently implies **CHEAP IN PRICE TO BUY**. Inasmuch as we have often referred to **CHEAP** oil—meaning **CHEAP IN TERMS OF QUALITY**—we mean that sometimes oils heretofore sold at cheaper prices than we charge for the various grades of Gargoyle Mobiloil are not retailed at the same prices; thus making it difficult for motorists to discriminate.

Cheapness in quality penalizes not only one's satisfaction, but from an investment standpoint of view, it is *extremely* expensive; for, as a rule, the requirement for replacement of worn out bearings and other expensive metal is much more frequent than is the case with a **QUALITY** product. The very purpose of **QUALITY** is to give the utmost service, delivered as a manner that makes it a pleasure to use **QUALITY** and enable this type of service to continue over the longest possible period.

That is why Gargoyle Mobiloil gives one sweet memories of the day of purchase; why it brings customers back for more; why it makes loyal friends and boosters; why it enables the Vacuum Oil Company to build up a reputation that is recognised and accepted by people as standing for the best to be had.

Make our Recommendation Chart your Guide when purchasing your next supply of lubrication oil.

VACUUM OIL CO.
HONGKONG



The above photo recently taken at Volunteer Headquarters at a parade of the Armoured Car Company, shows a number of motorcyclists who have carried out various patrol duties during recent events. (Photo by Ming Yuen.)

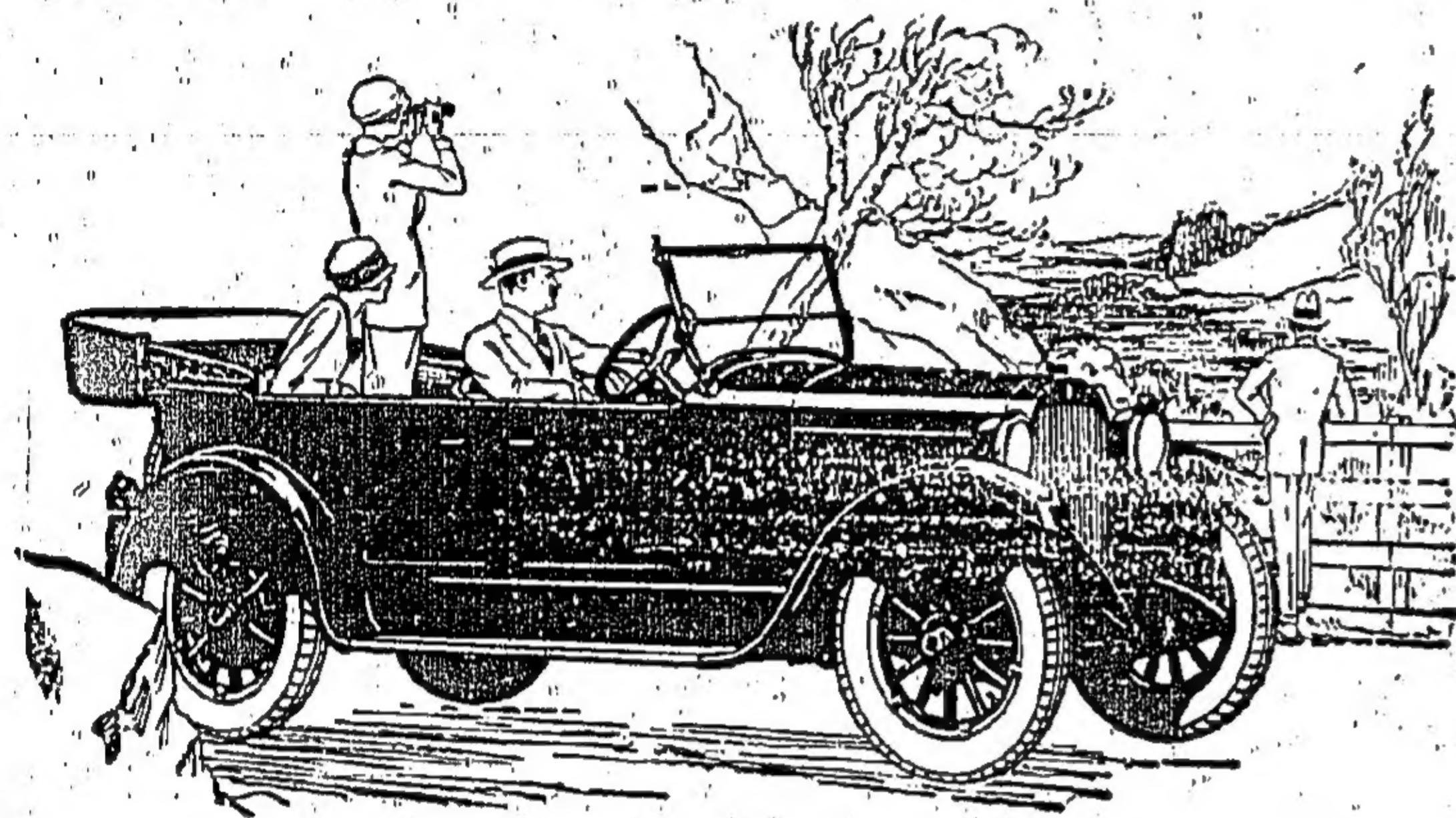
DODGE BROTHERS TOURING CAR

When good weather invites you into the country, you will appreciate more than ever the advantages of Dodge Brothers Touring Car. Open to fresh air and sunlight the Touring Car is healthful and delightful to drive.

Moreover, it is common knowledge everywhere that Dodge Brothers product is dependable. One eighth of the total weight of the car consists of chrome vanadium steel the toughest and most enduring steel that can be used in motor car construction. This is exceptional. It goes far to explain why Dodge Brothers Touring Car stands up so many years under the hardest usage.

THE DRAGON MOTOR CAR CO., LTD.

33, Wong Nei Chung Road Happy Valley



Effective immediately, we announce the following VERY SUBSTANTIAL REDUCTIONS in our delivered prices of HUDSON and ESSEX Motor Cars:

SIX CYLINDER ESSEX REDUCTIONS.

5-passenger Touring	-\$100.00
5-passenger Coach	-\$150.00

HUDSON SUPER-SIX REDUCTIONS.

5-passenger Coach	-\$250.00
7-passenger Sedan	-\$250.00
7-passenger Touring	-\$500.00

The old and the new delivered prices of the various HUDSON and ESSEX models are as follows, all prices being in Hongkong currency:

SIX CYLINDER ESSEX: Old Price: New Price:

5-passenger Touring	\$2,500	\$2,400
5-passenger Coach	\$2,650	\$2,500

HUDSON SUPER SIX: Old Price: New Price:

7-passenger Touring	\$4,000	\$3,500
5-passenger Coach	\$4,000	\$3,750
Brougham (New Model)		\$4,350
7-passenger Sedan	\$5,000	\$4,750

In the month of April, Hudson-Essex manufactured and shipped more six-cylinder automobiles than any manufacturer ever made before in a month's time.

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD HAPPY VALLEY

THE CONQUEST OF THE AIR.

A MONTHLY RECORD OF PROGRESS.

(Special to the Hongkong Telegraph.)

COSTS OF AERIAL TRAVEL.

Quite a number of the most interesting of the series of very interesting and valuable papers on matters of imperial, importance read before the Royal Colonial Institute was that recently read by Air-Marshal Sir Safton Brancker on the subject of Imperial air routes to India and Australia. After pointing out that as the power of aircraft develops, every one of the Overseas Dominions will become vulnerable to air attack, he showed how, on the other hand, it is possible for the British to get better value and greater results from aerial developments than any other nation, owing to its area and the great distances to be covered. Dealing with the utility of aerial travel, he gave details of his recent journey to Rangoon, undertaken mainly for the purpose of dealing with the prospective establishment of various aeroplane services. In three active months 18,000 miles were covered without a single forced landing through material defect. The whole cost worked out at about £1,800 including insurance of the machine and pay and subsistence of the crew. Costs of aerial travel are being rapidly diminished. Five years ago 10/- a ton-mile was regarded as good. Nowadays about 4/-d. a ton-mile is an adequate figure and within a few years it is expected that the cost will be got down to 2/-d. per ton-mile.

A REMARKABLE RECORD.

It is an extraordinary fact that while there has been so much progress since the War in the detail design of aircraft there has been no machine yet produced that as a general all-round machine can surpass the performance of the de Havilland 9a. This machine was produced in about 1917 as a daylight bomber, with sufficient speed and manoeuvrability to be able to protect itself. New machines built to this specification are constantly being produced and yet, in spite of this, the D. H. 9a stands supreme among British aircraft. That is to say, it stands supreme among aircraft of the World, French, Dutch, German and American included. The D. H. 9a was designed by Captain Geoffrey de Havilland and was originally built by the Aircraft Manufacturing Co. After the War the de Havilland Aircraft Co., Ltd., took over the rights of all the D. H. machines and a number of D. H. 9a's have since been sold by the de Havilland Aircraft Co., and by the Aircraft Disposal Company.

ORIGINAL DESIGNS.

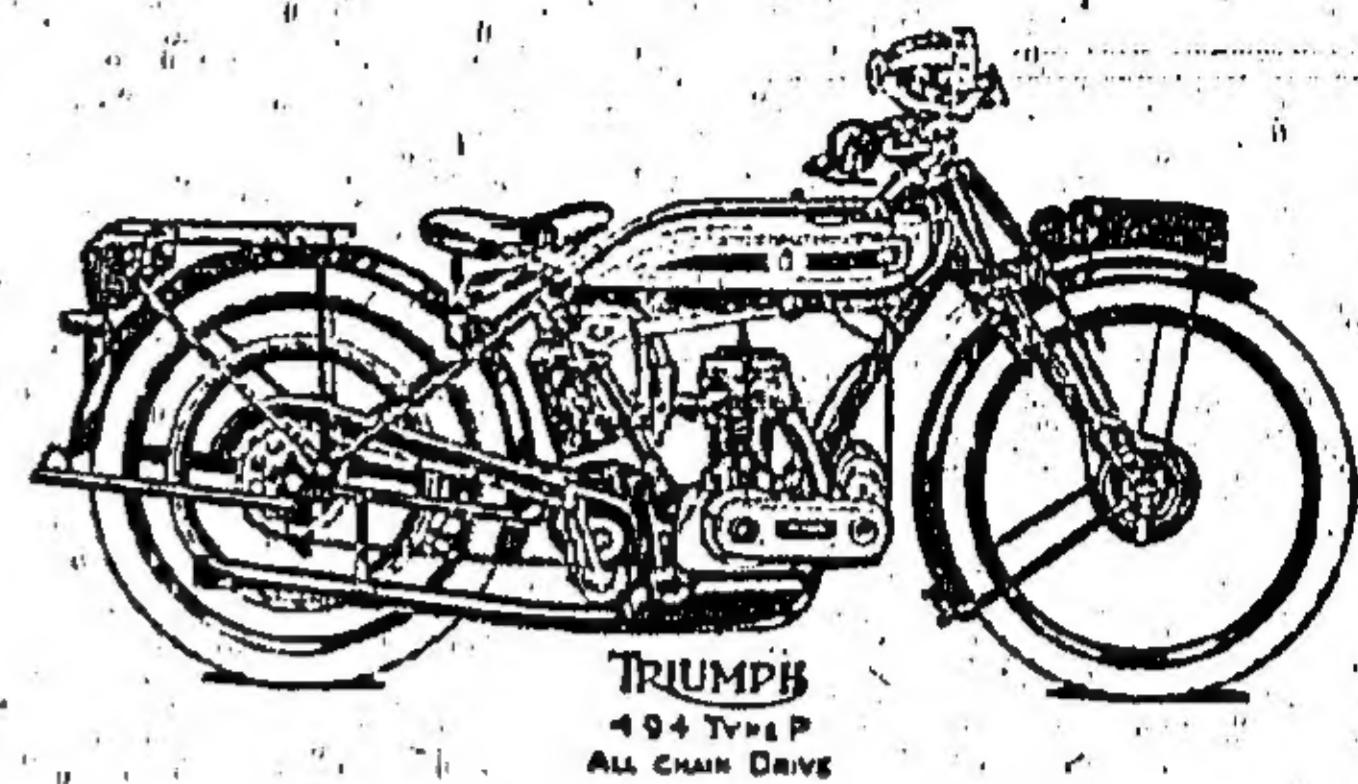
The Aircraft Disposal Co., Ltd., which, since the end of the War, have had the handling of all the war-time stock of British aircraft, are now getting towards the end of their supply of old aeroplanes. Therefore, it will not be very long before the word "Disposal" will disappear from their title. In future, I am told, they are to be known as A.D.C. Aircraft, Ltd. Already they have produced two new types of engines, and one of these, the 60 h.p. Cirrus, is being put into fairly heavy production. At their works at Croydon Aerodrome they are now installing the latest and most up-to-date plant for the manufacture of aircraft and engines in quantity. They have got together an exceedingly competent designing staff and at the head of the Drawing Office is Mr. John Kenworthy, who was at one time the designer for Austin and was, in fact, the first person to turn out what is now known as a light aeroplane. Mr. Kenworthy has recently produced some very interesting designs full of original features and much more of them are likely to be seen in the future. On the engine side, A.D.C. Aircraft, Ltd., will retain the services of Major Halford who was one of the designers of the original B.H.P. engine which later became the Siddeley Puma and which is now one of the most reliable engines in the World. Major Halford has recently produced the 120 h.p. Airdisco engine and the 60 h.p. Cirrus engine and is also working on other very interesting designs.

FACING A GALE.

A noteworthy flight was made on June 16th from Malmö in Sweden to Felixstowe on a Swedish seaplane with a Rolls-Royce "Eagle IX" engine. The machine was piloted by M. Flory. Plain clothes men are no longer permitted to stop automobiles on Conduit Road, to inspect the driver's license or for any other purpose. They must be in uniform and as such will not be mistaken as highway robbers.

TRIUMPH

MODEL P. 4. 94. H.P.



THE MOST REMARKABLE VALUE EVER OFFERED.

With three speed gear, all chain drive.

Triumph Quality Throughout—

A real "HE" motor cycle.

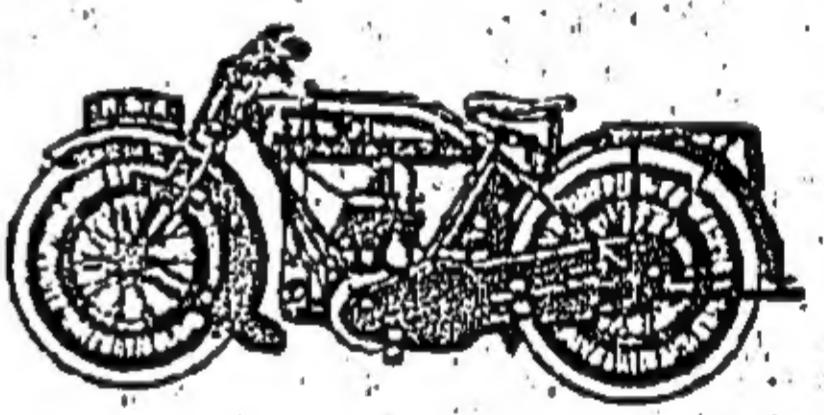
Alex. Ross & Co., (China) Ltd.

BANK OF CHINA BUILDING, HONGKONG.

B. S. A. MOTOR CYCLES



Famous For Reliability and Economy



Full Particulars from the Sole Agents:

THE SINCERE CO.

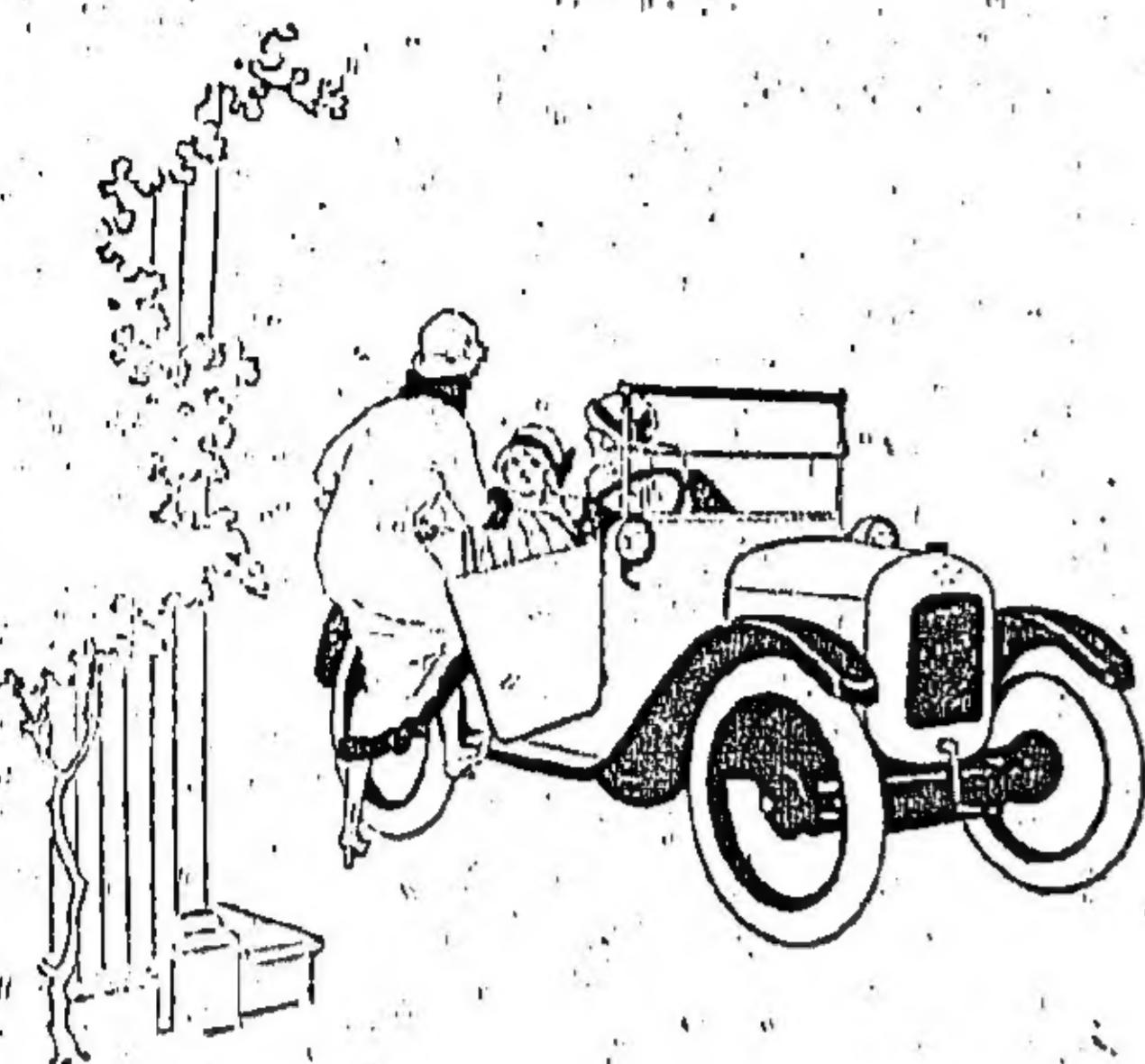
We Have
Everything
You Need
For the Car

YEP! That's a fact--Accessories, Spare Parts, Magnets, Columbia Batteries Texaco Oil, Texaco Grease, Texaco Gasoline, Acme Quality Paints and Varnishes, "Most Miles Per Dollar" Tyres and Tubes (Firestone--you know 'em).

The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision
Telephone Central 1246 or 1247

"AUSTIN SEVEN"
THE EMERGENCY CAR



There are many occasions when a big car is quite unnecessary, but where a small car can be made good use of for shopping, fetching some small items home from the market, business purposes, etc.

Behind the maid seats of the "Austin Seven" there is ample space, and running cost is only a matter of a few cents.

Delivery from stock.

Alex. Ross & Co., (China) Ltd.

BANK OF CHINA BUILDING, HONGKONG.



IMPORTANT ANNOUNCEMENT TO MOTORISTS.

The proprietors of SHELL MOTOR SPIRIT have pleasure in introducing SHELL MOTOR LUBRICATING OILS. SHELL has always meant the highest quality motor spirit—to-day it means more—it means the highest grade of motor lubricating oil.

SOLD IN 1 GALLON AND 4 GALLON TINS

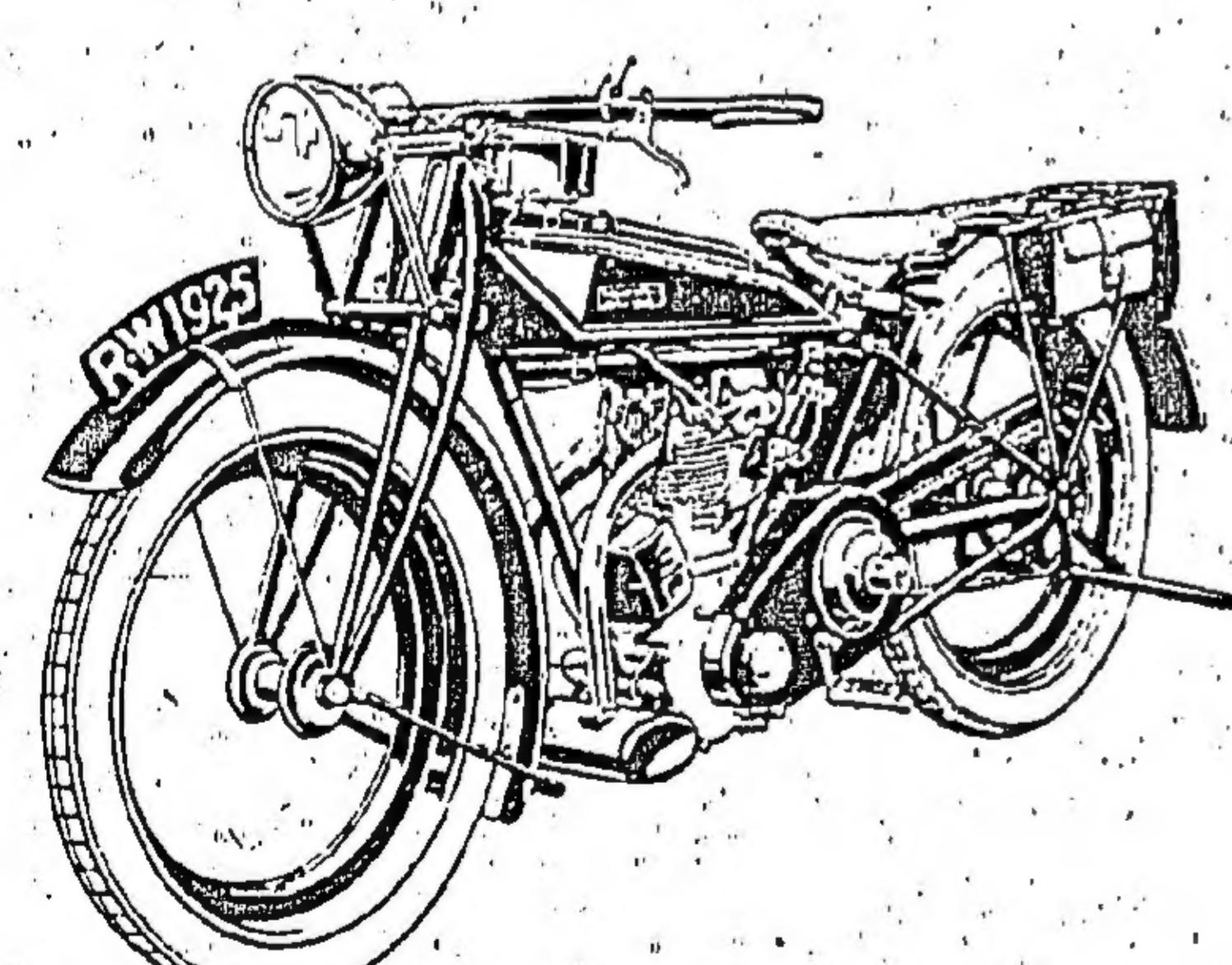
"EVERY DROP TELLS"

Write for our booklet, Shell ready-references to correct Lubrication

NOW ON SALE

At all Garages and Dealers.

The Asiatic Petroleum Co. (South China), Ltd.
(Incorporated in England).



RUDGE WHITWORTH
Four Valve Four Speed

The World's Record Breaking Motorcycle
in
Quality Value—Price.

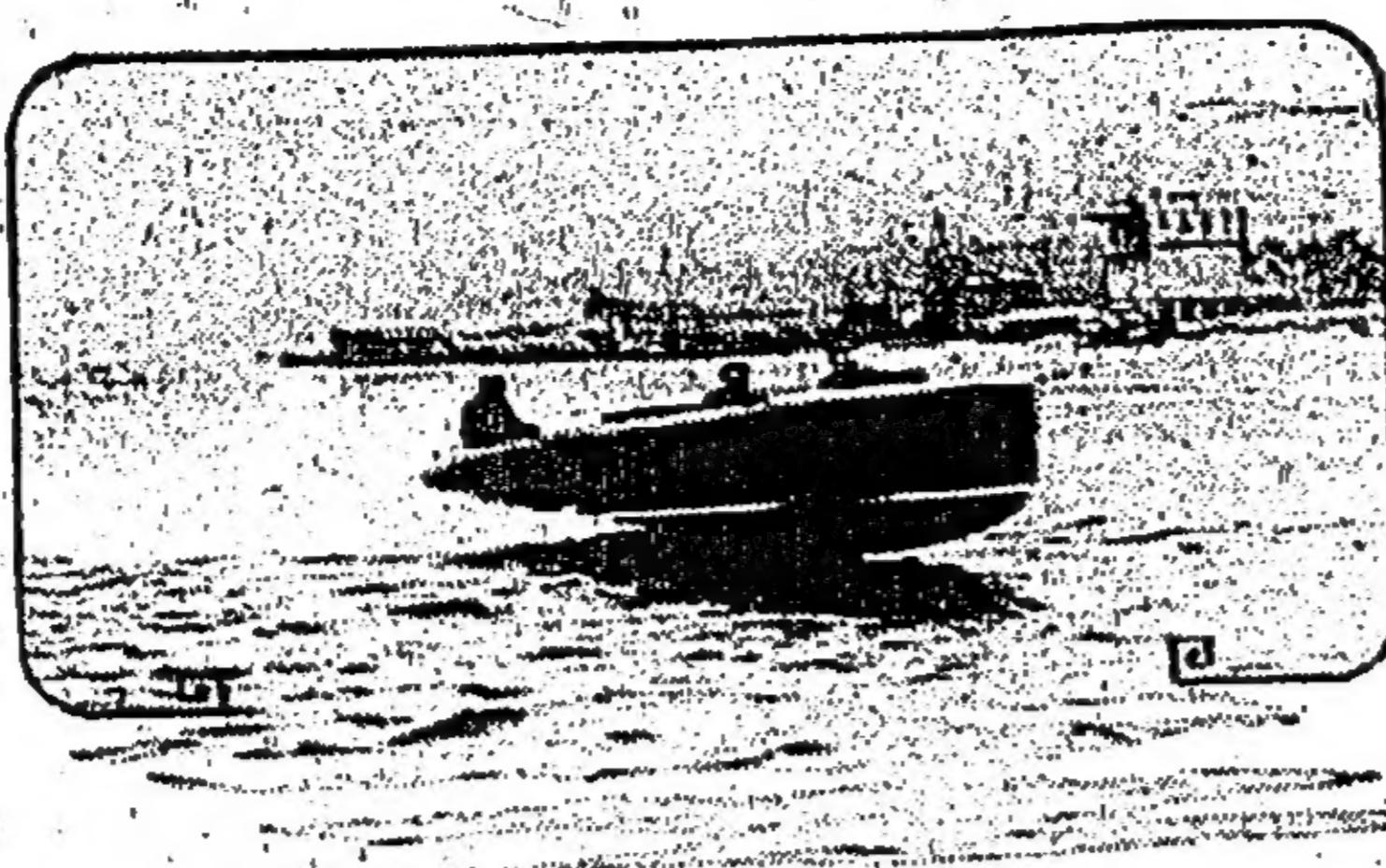
3.46 h.p. model—Electrically Equipped
H. K. \$475.00

SOLE AGENTS:

RUDOLF WOLFF & KEW LTD.

54, Queen's Road, Central. Phone C.2173.

RACING BOAT BEATS EXPRESS TRAIN.



Running half out of water, the Teaser, owned by R. F. Hoyt of New York, beat the Twentieth Century's time New York to Albany by 20 minutes, making the distance in 2 hours 40 minutes, an average speed of 57.9 m.p.h.

CHEAPER MOTOR CARS.

SUBSTANTIAL REDUCTIONS
ANNOUNCED ON ESSEX
AND HUDSON MODELS.

During a recent chat with Mr. M. B. King, of the Dragon Motor Car Co., Ltd., a representative of the *Telegraph* was informed that substantial reductions have been made in the prices of all Essex and Hudson models, and furthermore, that these reductions, which amount to no less than \$500.00 on some models, are immediately effective. Such drastic cuts in the prices of machines which are already generally acknowledged to represent outstanding values in motordom, call for some explanation, but this is easily forthcoming when the great increase in production is taken into account. The greater the sale, the lower the costs of production, and it is recorded that the universal demand for Essex and Hudson cars has established a record in factory turnout. During the month of April, Hudson-Essex manufactured and shipped abroad more six-cylinder automobiles than any manufacturer ever made in a month's time. The month of May saw an even greater number of cars manufactured and sold, and the factory had to admit such difficulty in supplying such an unprecedented demand.

Such a sign is indeed healthy, and speaks well for the quality of the product concerned. Here in Hongkong, both the Hudson and Essex have proved their worth, and we imagine that many of the new models will be seen on the road as a result of the factory's policy of keeping prices to the lowest possible level.

SOME MASCOT.



When you feel that there's something wrong
With stomach and your liver.

Just go outside and try this stool.
Upon your faithful flivver.

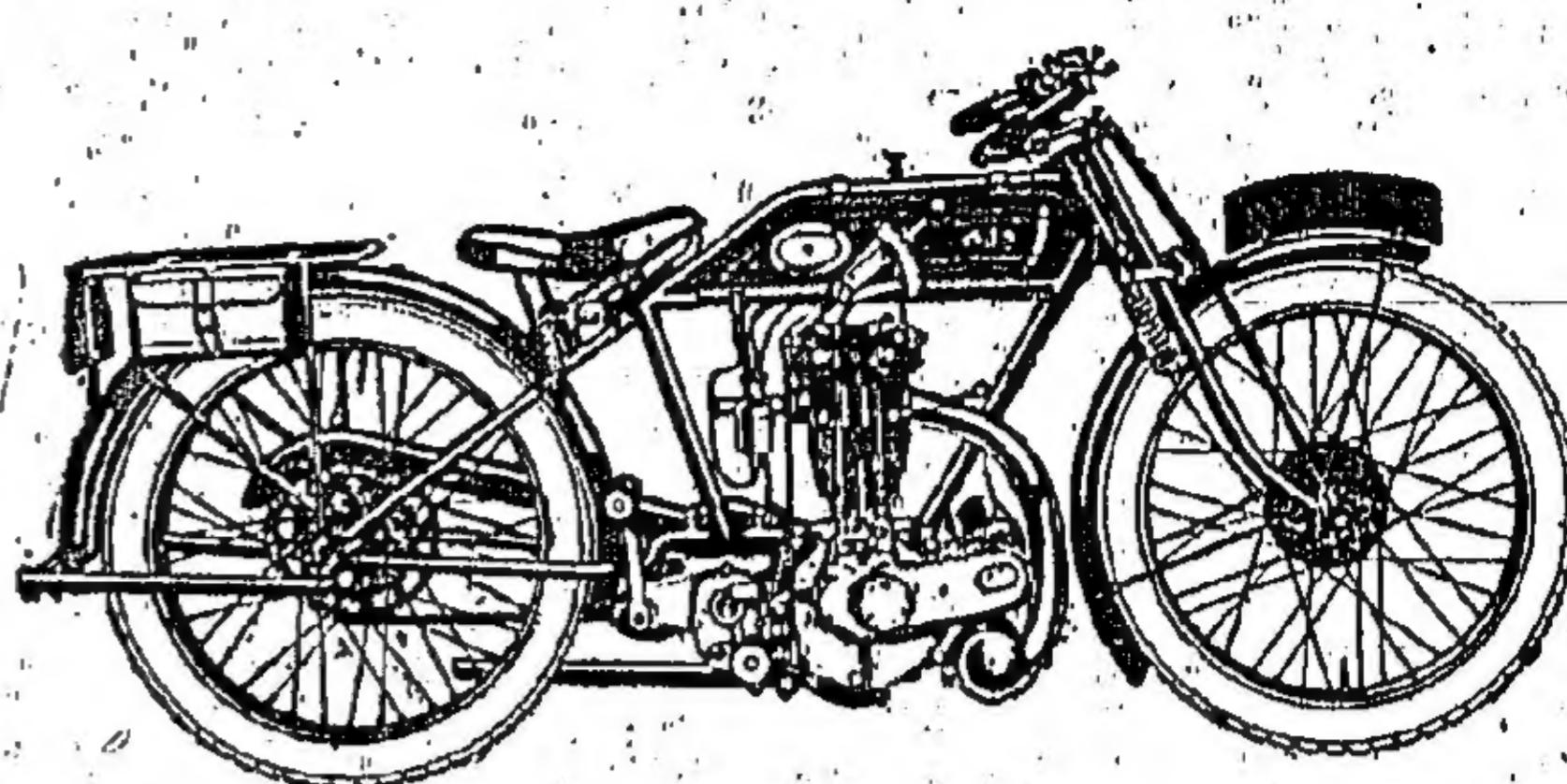
Cars equipped with an automatic control device, newly marketed, are safe against stallings, avers the inventor. The device starts the self-starter merely by turning the ignition key, eliminating use of the foot starter.

The automobile accident death rate increased considerably during May, according to the reports of 84 American cities to the National Safety Council. There were 439 persons killed in automobile accidents during the month.

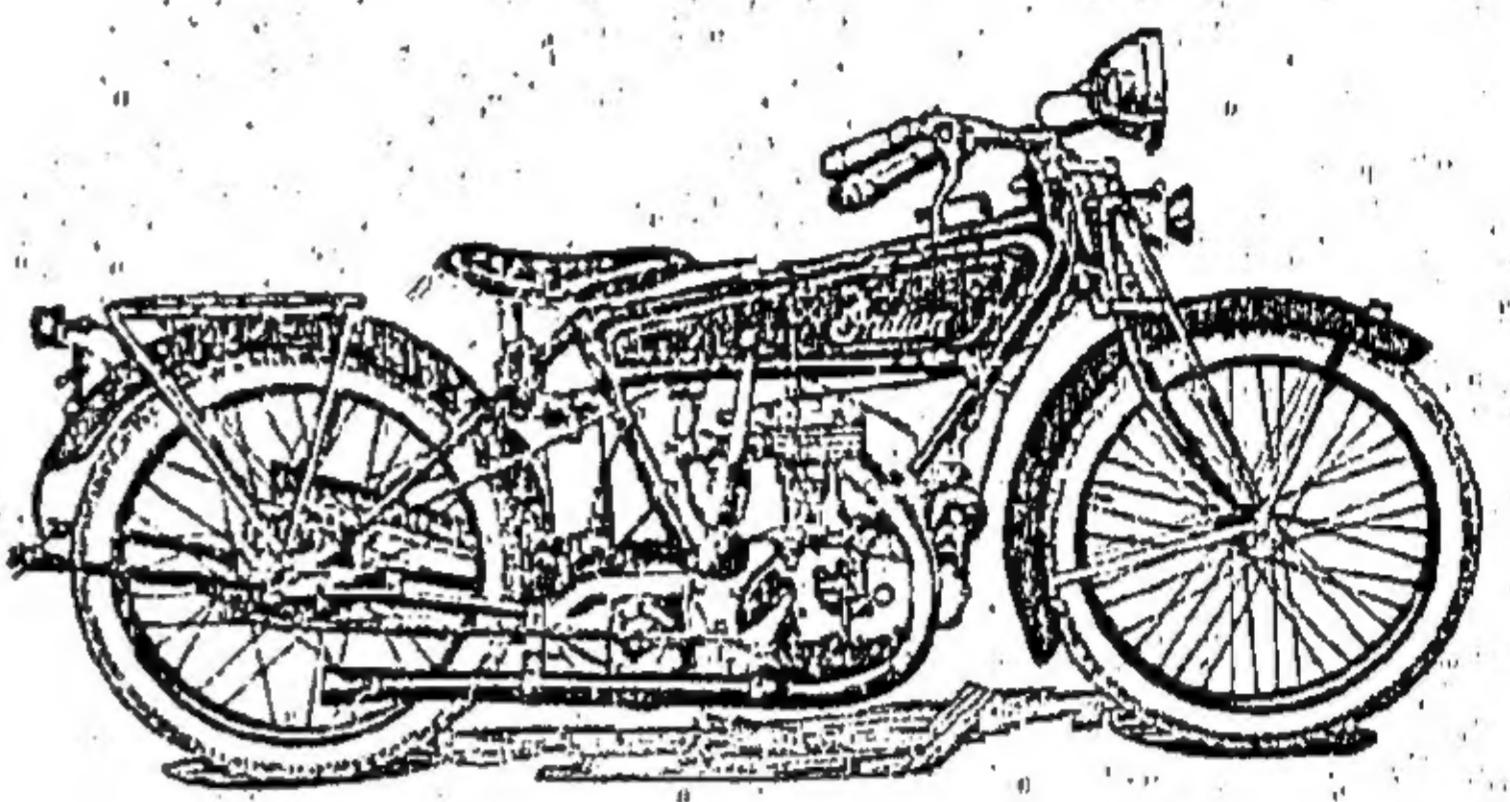
The Michigan state highway department operates two ferry boats which run between Mackinaw City in the lower peninsula and St. Ignace in the upper peninsula. The ferries may transport this season at least 50,000 cars.

LEARN TO RIDE.

IN FIVE MINUTES



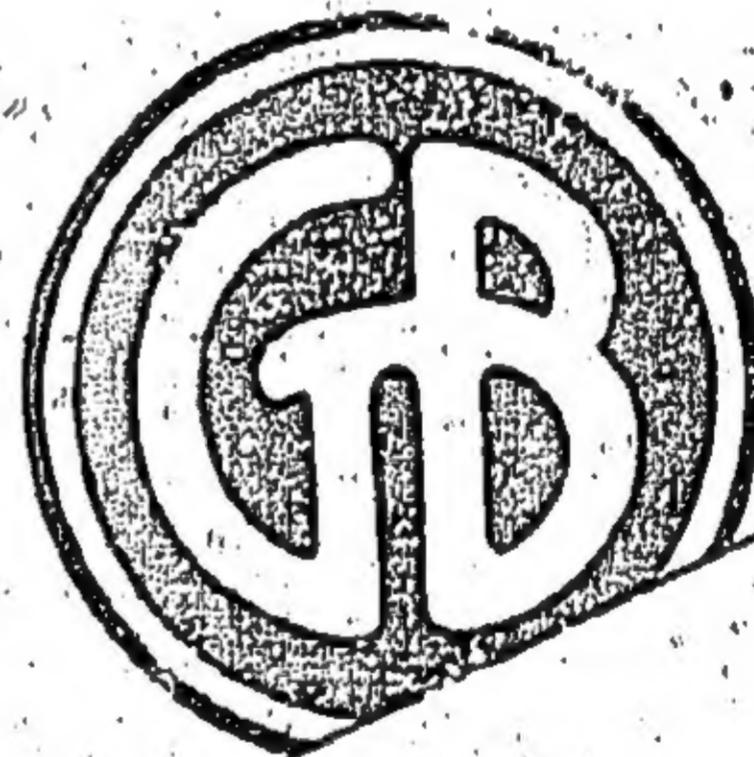
These amazing personal motor cycles—the INDIAN PRINCE and the E.4. A.J.S. are easier to handle than a bicycle, having twist grip and had clutch control. 100 miles to the gallon. Operate at less than 1 cent per mile. Half the weight of the ordinary motor cycle, they are safe, clean and perfectly balanced.



You will like either of them from the start. They cost less than any other high grade machines. Just enquire how easy it is to buy one.

STOCKS CARRIED BY
ALEX. ROSS & CO., (CHINA), LTD.

Bank of China Building, Hongkong.



GRAHAM BROTHERS
TRUCKS

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

Graham Brothers Trucks are operating successfully in 343 different lines of business.

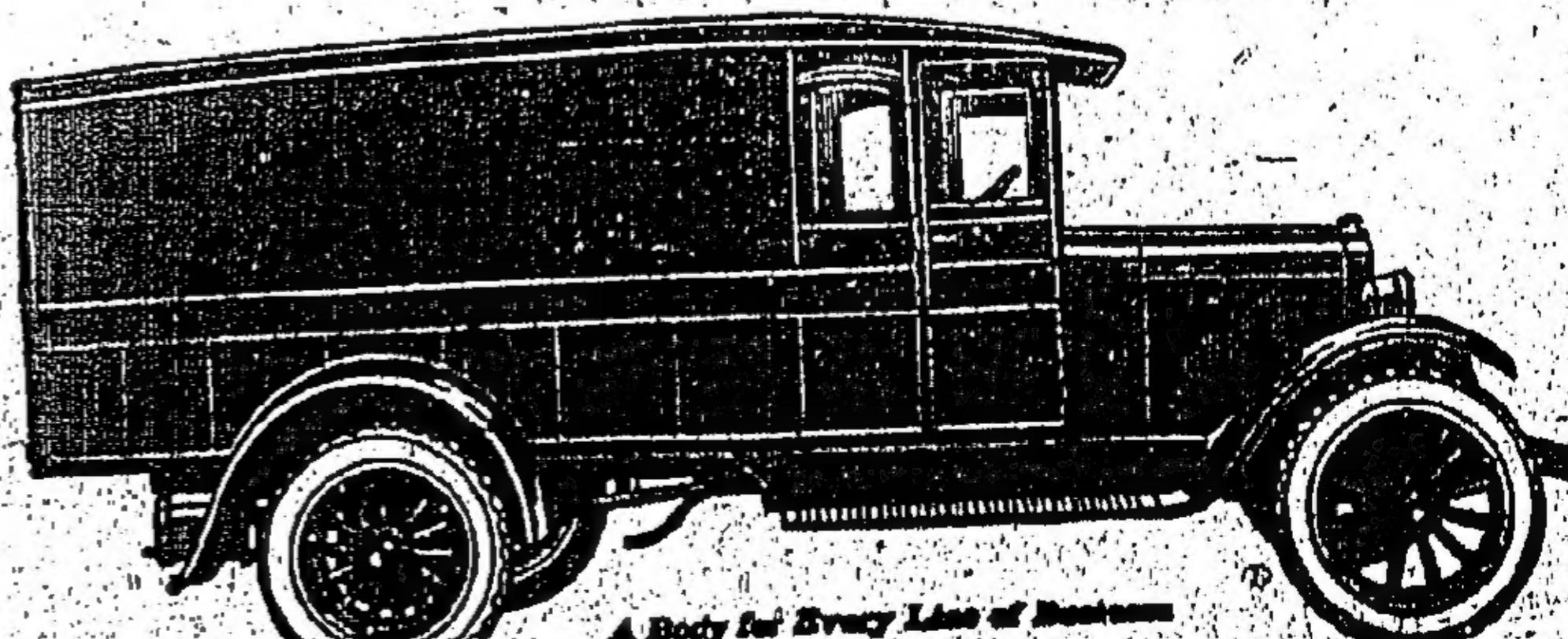
No more emphatic evidence could be desired of their suitability for every kind of commercial hauling.

TAE DRAGON MOTOR CAR CO.

LIMITED.

33, WONG NEIC HUNG, HONGKONG.

HAPPY VALLEY.



A Body for Every Line of Business

Harley-Davidson Lightweight

The new 1926 Harley-Davidson Lightweight 350 c.c. single cylinder and overhead valve solo machines, equipped with electrical system have been ordered.

According to the factory tests, this small machine in ordinary touring will do 55-60 miles per hour, while consumption is at the rate of 100 miles to the Imperial gallon.

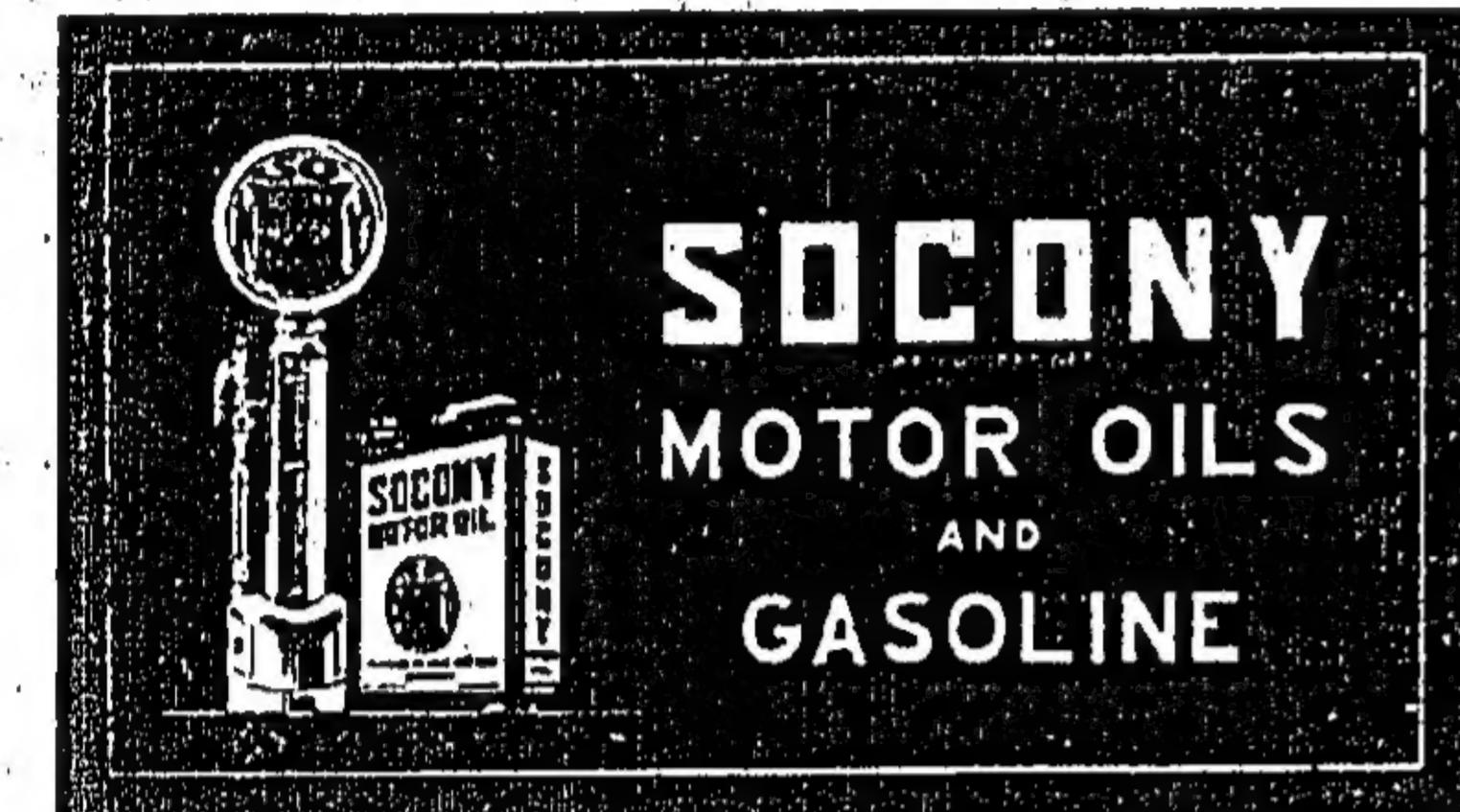
Kindly book your order now at the Gascon Motor Co., No. 2, Kwong Wah Road, Kowloon (opposite The Steam Laundry) as only a limited number will arrive by the first shipment.

ALWAYS IN STOCK

1925 Models.— Harley-Davidson Motorcycles, Combinations and Spare Parts.

For moderate cost of repairs Telephone K. 1240.

THE GASCON MOTOR COMPANY.



Prest-O-Lite

THE OLDEST SERVICE TO MOTORISTS.

Volts	Amp. Hrs.	Tyre	Replacement for	Price Each.
6	75	63—W.R.	Harley, Indian, Henderson, Etc.	H.K. \$ 21.00
6	90	613—J.T.R.	Essex, Overland, Cleveland	H.K. \$ 41.00
6	104	615—J.F.K.	Hudson Tempstar, Maxwell	H.K. \$ 41.00
6	90	611—R.H.K.	Ford, Buick, Chevrolet, Gray	H.K. \$ 41.00
6	100	613—R.R.K.	Buick, Chandler, Oakland	H.K. \$ 52.00
6	157	619—R.H.N.23	Cadillac, Lincoln, La Fayette	H.K. \$ 82.00
6	92	611—S.H.K.	Studebaker, Gardner, Nash	H.K. \$ 55.00
6	112	613—S.H.K.	Studebaker, Hupmobile, Olds	H.K. \$ 64.00
6	135	615—S.H.K.	Cole, Haynes, Winton	H.K. \$ 72.00
6	160	617—S.H.K.	Paige, Packard, Pierce-Arrow	H.K. \$ 81.00
12	45	127—R.H.K.4	Brasco, Kirt, Morris	H.K. \$ 63.00
12	50	127—S.H.K.	Dodge	H.K. \$ 73.00
12	70	129—S.H.K.3	Morris-Oxford	H.K. \$ 93.00
12	92	1211—S.H.K.	White, Rolls and Loco	H.K. \$ 108.00
6	90	69—K.P.R.	Radio A	H.K. \$ 64.00
6	117	611—R.H.R.	Radio B	H.K. \$ 41.00
24	4500 M.A.	24—L.R.R.	Radio C	H.K. \$ 27.00

Storage
Batteries
for
Automobiles
Motorcycles &
Radio

Distributors:

Hongkong Hotel Garage

(The Hongkong & Shanghai Hotels, Ltd.)
Show Room Tel. 4759. Service Station Tel. 4602.

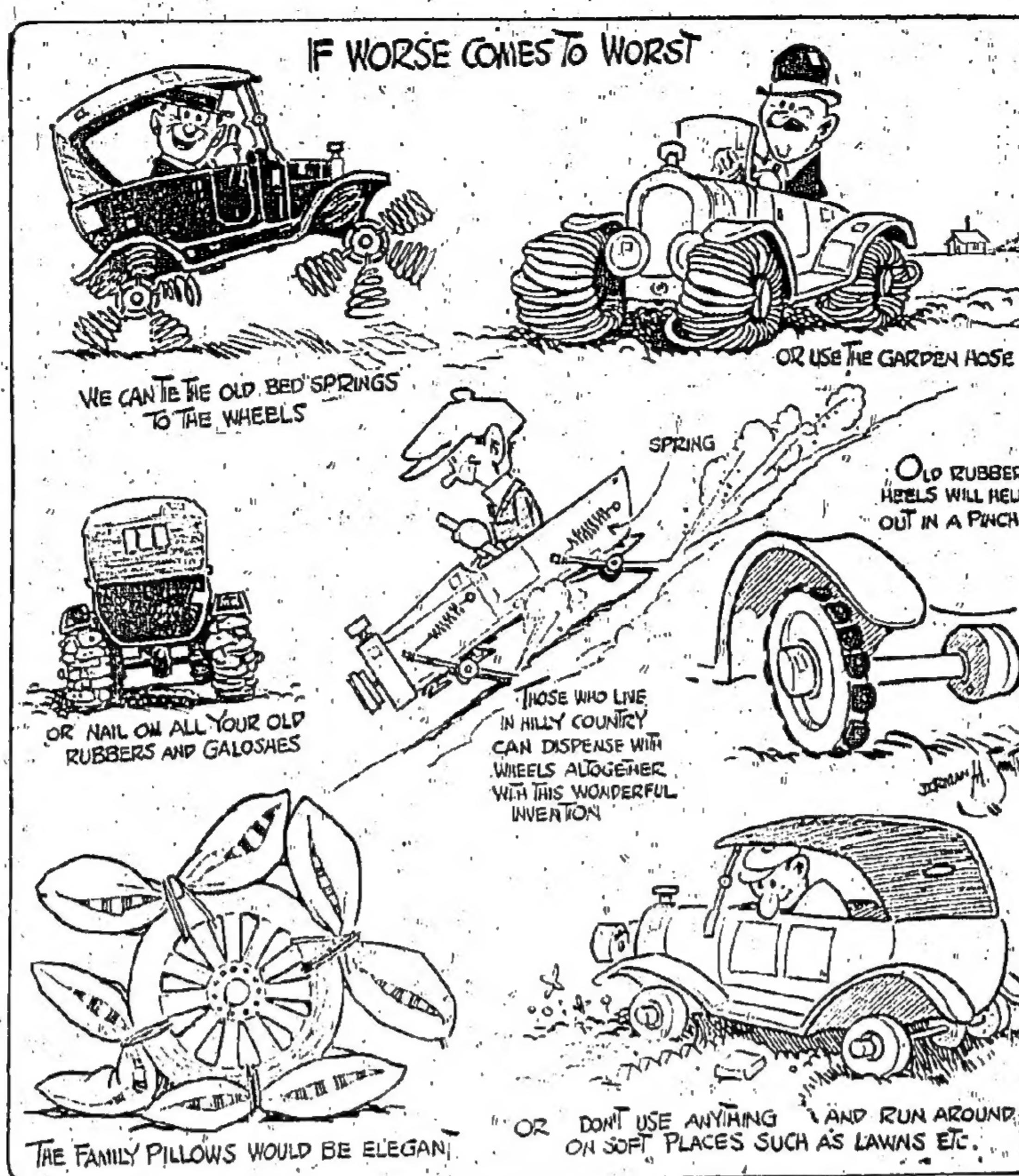
DUNLOP

CORDS



DISTRIBUTORS
HONGKONG HOTEL GARAGE.

SUGGESTED RUBBER SOLUTIONS.



CLUB PROVIDES CARS.

NEW FORM OF CLUB SERVICE.

Motorists belonging to the Automobile Club of Southern California now have the assistance of the club to pay for their auto insurance.

This is a new form of club service offered motorists.

The organization has made arrangements with a large securities company to finance purchase of automobiles for its members and to arrange for payment of insurance premiums. Since it is estimated that 80 per cent of the cars bought today are taken out on the deferred payment basis, this work is expected to increase the activities of the

club considerably. Its membership is 107,000.

In the financing of premiums for their auto insurance, members may now apportion these amounts over the year, as they do their payments on their cars.

These facilities practically complete all the transactions relating to the ownership and operation of an automobile, made entirely within the club service.

Insuring the motorist for automobile liabilities and other automotive security has been part of the club's work for some years. It has brought down the auto rates considerably and has even helped reduce insurance costs in southern California.

Other clubs of the country also insure their members, at low rates, but this is believed to be the first time that financing of auto purchases has been adopted a club work.

BANDIT'S REVENGE.



Underworld pals of Gerald Chapman, bandit, are sentenced to death for the murder of a Connecticut policeman, are blamed for the burning of the Stanton Motor Company's garage at Steubenville, O., which destroyed the building and 50 automobiles at a loss of \$75,000.

MICHELIN TYRES

OFFER YOU THE
MAXIMUM
SERVICE
AT THE
MINIMUM
EXPENSE

Full stocks carried by
THE EUROPE-ASIA TRADING CO.
China Building

Ask To See The Balloon Tyres.

DRIVE IN

To Hongkong's First Filling Station
Texaco Gasoline, Oils and Greases
Free Air and Water.

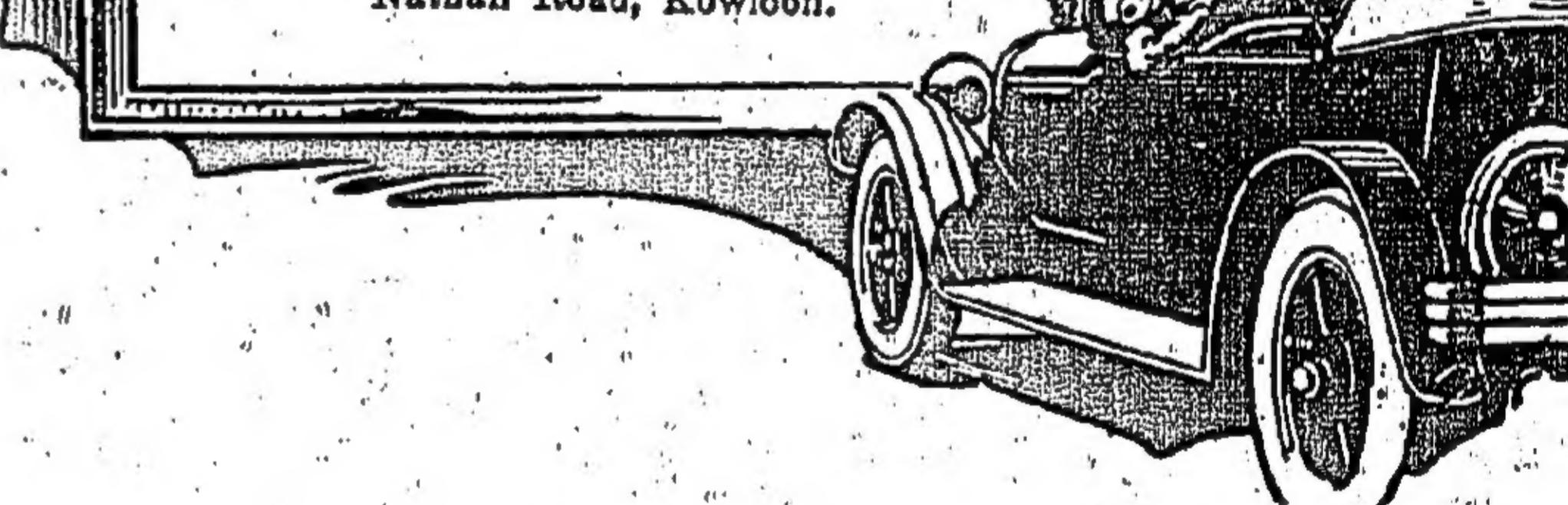
Bright and Sheltered.

TO HIRE A GOOD CAR ----- Phone K.226.

For General Service and Promptitude.

THE DURO MOTOR CO.

Nathan Road, Kowloon.



THE SUCCESS OF THE BUICK COACH

The Buick Coach is a real closed car—built to Buick's high standards of closed car comfort, sturdiness and appointment. The Fisher body shows the graceful lines of the finest enclosed types. The two wide doors, hinged at the front, enable rear seat passengers to enter or leave either door without disturbing people in the front seats. Duco finish. Different colors for each of the two coach models.

And the price! Never before has it been possible to have a closed car with these quality features at such low cost.

For Demonstration.

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Voeux Road Central.

THIS WEEK'S WEDDING.



The above photographs were taken at the wedding of Capt. H. F. Bloxham and Miss Audrey Jones, which took place at St. John's Cathedral on Thursday.—Photos by Ming Yuen.

BASEBALL.

TO-DAY'S ATTRACTIONS.

To-day there will be a double-header in the Hongkong Base-ball League at Happy Valley. The Japanese Club will meet the Indian Recreation Club in the first game at 2.30 p.m. sharp, while the Hongkong Baseball Club and the Hongkong Volunteer Defence Corps will play the second match at 4.30 p.m.

On Sunday, the South China and the Filipino Club game will be staged at 4 p.m. The Filipinos are now leading in the league having suffered no defeat.

FOOTBALL TO-DAY.

VOLUNTEERS v SURREYS DRUMS.

This afternoon on the Murray Parade Ground will be played a football match between the No. 4 Platoon Infantry Company, H. V. D. C. and the East Surreys Drums. The kick-off is 4.30 p.m. sharp and the following eleven has been selected to represent the Volunteers: L. H. Soung, J. E. Ward, J. A. Dalgado, C. M. Xavier, N. B. Mahomed, L. J. Channing, J. F. Caldas, J. E. Montalto, D. P. Pau, L. Marques, M. Franco Reserves: Elarto.

Soundings have recently been taken off Taya Island, approaches to Hainan Strait by order of the Chinese Maritime Customs Department, and a chart shewing the results may be inspected at the Harbour Office.

CORRESPONDENCE.

STUDENT STRIKERS.

[To the Editor, Hongkong Telegraph.]

Sir,—Much of the value of the views so elaborately put forward by "A Chinese Schoolmaster" in the correspondence columns of your paper of the 4th inst. has been discounted by this worthy gentleman's all too apparent spite against privately run educational institutes. It may be interesting to know his grounds for animadverting upon such institutes as "commercialised." Why he should single out private institutes for his attack is beyond comprehension. Does he want to show his loyalty to his non-private institute "boss" who might have instructed him to do it by making such an assertion? Surely, a man of his position ought to know better than to cast slurs upon private institutes in general without absolute good cause. It may be that the institutes he had in mind still leave room for improvement; but are private institutes alone wanting in this regard; and are all other institutions perfect? However one may attempt to distort matters, facts can but remain facts; and a reference to the University Local Examination results of the previous years will amply justify one's belief in the usefulness of private—or to use your correspondent's own word "commercialised" institutes, particularly when it is taken into consideration the inadequate accommodation available in Government or other schools.

To establish a "commercialised" institute and to bring it to the standard of efficiency is no mean task for the Principal. After all his energy, hard work and undoubtedly good money invested in his idealistic enterprise, which, provided it is efficiently run, as some of the existing statutes which your correspondent chooses to attack assuredly are, is it fair that what he now receives from a fellow professional is no more discouragement,—worse still, calumny?

Is "A Chinese Schoolmaster" in real earnest when he sets out his scheme for dealing with striking students, or is he simply employing this as a means to a selfish end—to appease some party or to air an ancient grudge? If he is sincere in his suggestions, he has been deplorably indiscreet, as, instead of promoting hearty co-operation among heads of all educational institutions (which is absolutely essential if his proposed measures against principal student agitators are to be effective), he stirs up personal enmity. If, on the other-hand, prejudice is his sole reason for writing to the Press, as a schoolmaster whose acts would be looked upon by the younger generation as examples to be followed, he has hopelessly failed.—Yours, etc.,

ALEADY ADDIS.
Hongkong, August 8, 1925.

NOTICE TO MARINERS.

LAMOCKS ISLANDS LIGHT.

Notice is given that Lamocks Main Light is now operating, but, owing to the recent accident, it is only possible at present to exhibit the light through the central belt, and that, although the advertised characteristics are retained, the power and visibility of the light is reduced.

The temporary lights exhibited pending repairs to the Main Light have been discontinued.

A Shanghai contemporary draws an apt parallel between the rioting on May 30th, this year and similar events in 1905. In the former instance, the very same police station was attacked, the policemen refrained from firing, and the building was burned down and serious events followed which necessitated armed intervention leading to considerable loss of life. A Chinese vernacular paper commented at the time, twenty years ago:—"The great mistake was that the mob was not fired on at the very beginning, for no doubt the outbreak would not have been so serious had a few of the ruffians been killed. Once they had a taste of blood, without receiving punishment, they got bolder and bolder, and every foreigner that came in their way was attacked. No one deplores the tragedy of yesterday more deeply than we do. The acts of violence were totally uncalled for and the perpetrators, who had their ulterior motives, should be severely punished."

Thousands of boes swarmed on to one of the courts at the Formby open tennis tournament last month and drove players and spectators away to shelter. Describing the remarkable incident, a woman player said: "I glanced round for a moment, and on turning back I saw a great black cloud swooping down on the court. In another moment the court was black with them. Before I could move they were round us. We made a dash for the pavilion.

GOLF CLUBS.

LARGE STOCKS FROM ALL THE BEST MAKERS HAVE ARRIVED.

D. Anderson's

J. H. Taylor's

Chas Gibson's

Rforgan's

Auchterlonie's

Spalding's

Drivers.

Irons.

Wm. Gibsons's

J. H. Taylors

R. Forgans

A. G. Spalding's

Auchterlonie's

Ray

Braid

Auchterlonie

Baffyspoons.

Putters

LANE, CRAWFORD, LTD.

FOR ALL SPORTS GOODS.

YOU
WILL
ALWAYS
HAVE



IF YOU USE A GAS GEYSER

HAVE YOUR BATH WHEN YOU ARE READY FOR IT, NOT WHEN IT'S READY FOR YOU.

HONGKONG AND CHINA GAS CO., LTD.

ANCHOR BRAND
PURE MANILA ROPE
"THE CORDAGE YOU CAN TRUST"

ESTABLISHED 1854.

MARINE ROPE

ROPE OF ALL
SIZES FOR ALL
PURPOSES

TRANSMISSION
OF POWER ROPE

MADE FROM
PURE MANILA
HEMP

CABLE LAID
HAWLERS

MANUFACTURED
BY THE MOST
MODERN
MACHINERY.

WELL DRILLING
CABLES

MANILA

STOCKS ON HAND OF ALL SIZES
ENQUIRIES SOLICITED

FACTORIES—MANILA, P.I.
HONGKONG OFFICE—KING'S BUILDING,
Telephone Central 3165.

Wm. Powell Ltd
Telephone C. 3146.

JUST RECEIVED

Ladies' Soft Felt Hats

Inexpensive
and
Practical

NOTE

From TUESDAY
AUGUST 4th.
The normal hours of
business will be main-
tained—8.30 a.m to 5 p.m.

The ALEXANDRA CAFE

BREAD AND CAKES

APPLY TO
HUNG CHEONG
30, Nathan Road, Kowloon

AND

FOOK CHEONG TAI
I. Bridge Row, Quarry Bay
AGENTS.

G. FALCONER & CO. (HONGKONG) LTD.

UNION BUILDING (OPPOSITE G.P.O.)

WATCH & CHRONOMETER MAKERS, JEWELLERS

DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver Ware, Watches and Clocks always on hand.

Agents for:

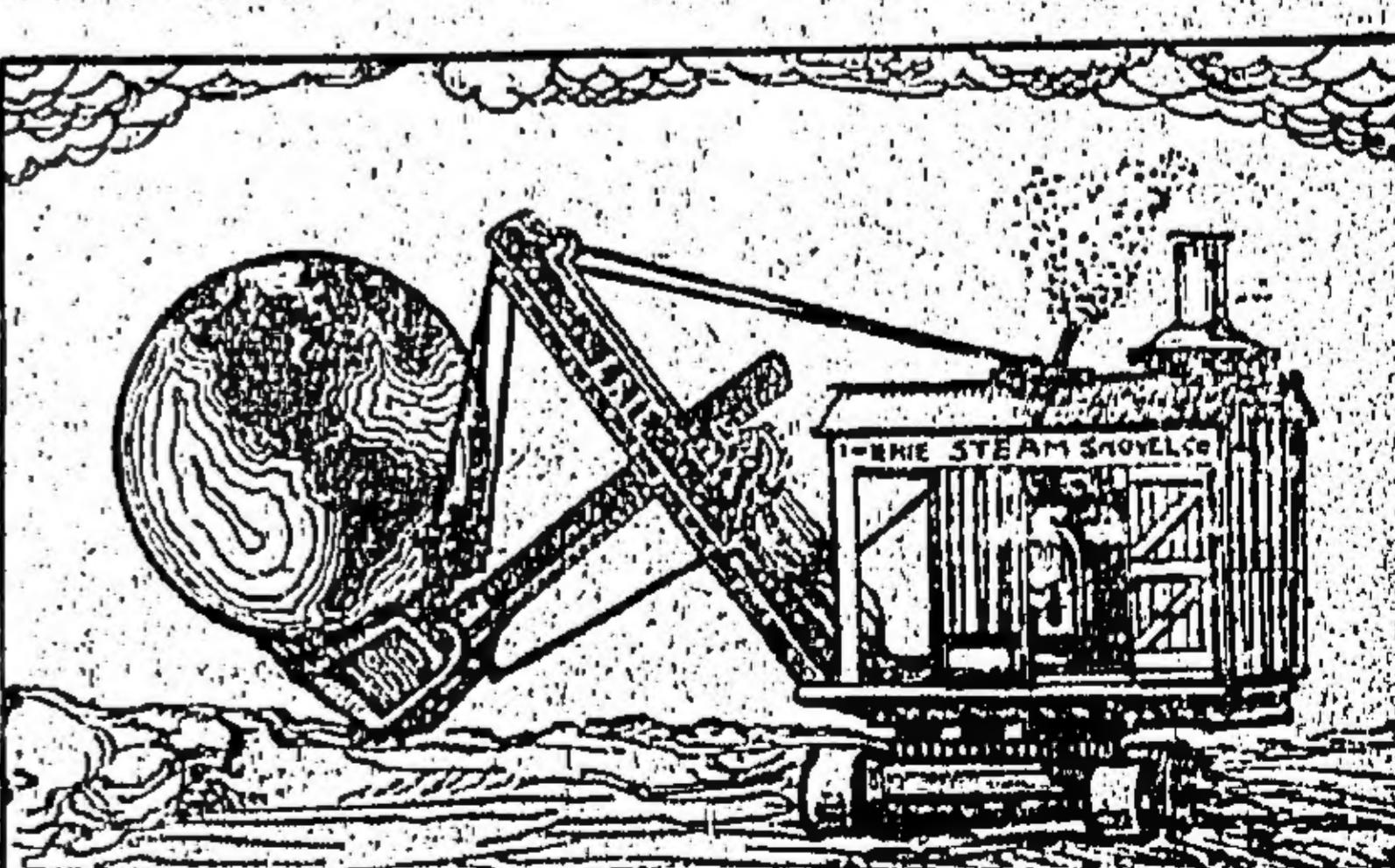
British Admiralty Charts
Selden Navigational Instruments
Rao London Telescopes & Binoculars
Stanley Drawing Instruments
Watt's Scales, Levels etc.

We invite the Public to call and inspect our
varied stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established... 1855.

WE MOVE THE EARTH



THE HONGKONG EXCAVATION, PILE DRIVING, & CONSTRUCTION CO., LTD.
Telephone Central 3749. 2nd Floor, Powell's Building.

PACIFIC SHIPPING.



HOME VIA CANADA

Future Sailings to VANCOUVER via Shanghai and Japan Ports and Atlantic Connections.

Leave	Arrive	Leave	Arrive
Hongkong	Vancouver	Quebec	Southampton
Aug. 20	Sept. 7	E/FRANCE	Sept. 16
E/ASIA	Sept. 4	E/SCOTLAND	Sept. 30
E/CANADA	Sept. 17	E/FRANCE	Oct. 7
E/RUSSIA	Sept. 5	E/FRANCE	Oct. 14
			Oct. 21

Choice of accommodation on these ATLANTIC steamers actually held for sale in Offices at ports of call in the Orient.

Trans-Continental Trains Daily from Vancouver Stop-over allowed at all points Standard Sleeping Cars—Compartments—Drawing-Room Dining Cars.

Canadian Pacific Hotels at Victoria, Vancouver, Rocky Mountain Resorts, Calgary, Winnipeg, Montreal and Quebec.

Dominion Express Travellers' Cheques issued at all Canadian Pacific Offices.

Baggage Insurance sold at all Canadian Pacific Offices.

HONGKONG—MANILA—HONGKONG SERVICE

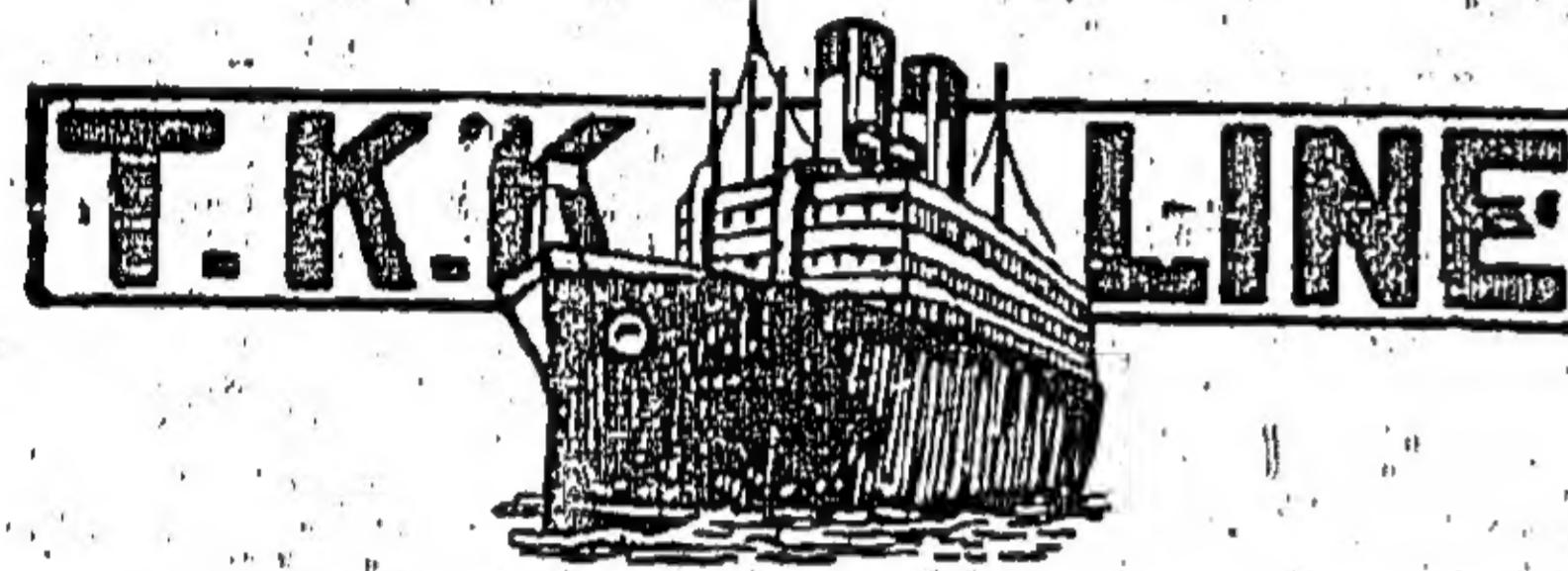
Leave	Arrive	Leave	Arrive
Hongkong	Manila	Manila	Hongkong
Aug. 12	Aug. 14	E/Asia	Aug. 15
Aug. 26	Aug. 28	E/Canada	Aug. 29
			Aug. 31

Steamers arrive MANILA early morning and sail in evening of following day.

CANADIAN PACIFIC SERVICE (1925)

Passenger Department: Tel. C. 752. Freight and Express: Tel. C. 42. Cables: "GAGANPAC".

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Connecting w/ San Francisco with Southern Pacific.

Santa Fe & Western Pacific Railroads.

Sailing from Hongkong.

TENYO MARU (Omit Nagasaki) from Shanghai Aug. 12th.
KOREA MARU (Omit Honolulu) Aug. 24th.
SHINYO MARU September 8th.
SIBERIA MARU (Omit Honolulu) September 21st.
TAIYO MARU October, 4th.
TENYO MARU October 19th.

Proceeds up River and berths alongside Mantoloking wharf at Shanghai.
KOREA MARU and SIBERIA MARU proceed to Los Angeles from San Francisco with cargo only.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

SOUTH AMERICAN LINE

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Sailings from Hongkong.

GINO MARU Aug. 29th.
ANYO MARU October 7th.

Y. TSUTSUMI, Manager.

Agent at Canton. King's Building.
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"PRESIDENT MCKINLEY" August 25th.
"PRESIDENT JEFFERSON" September 6th.

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NEXT SAILINGS

EASTBOUND WESTBOUND

PRESIDENT WILSON PRESIDENT WILSON

August 15, 5.00 p.m.

PRESIDENT LINCOLN PRESIDENT HARRISON

August 20, 5.00 p.m. August 18, 8.00 a.m.

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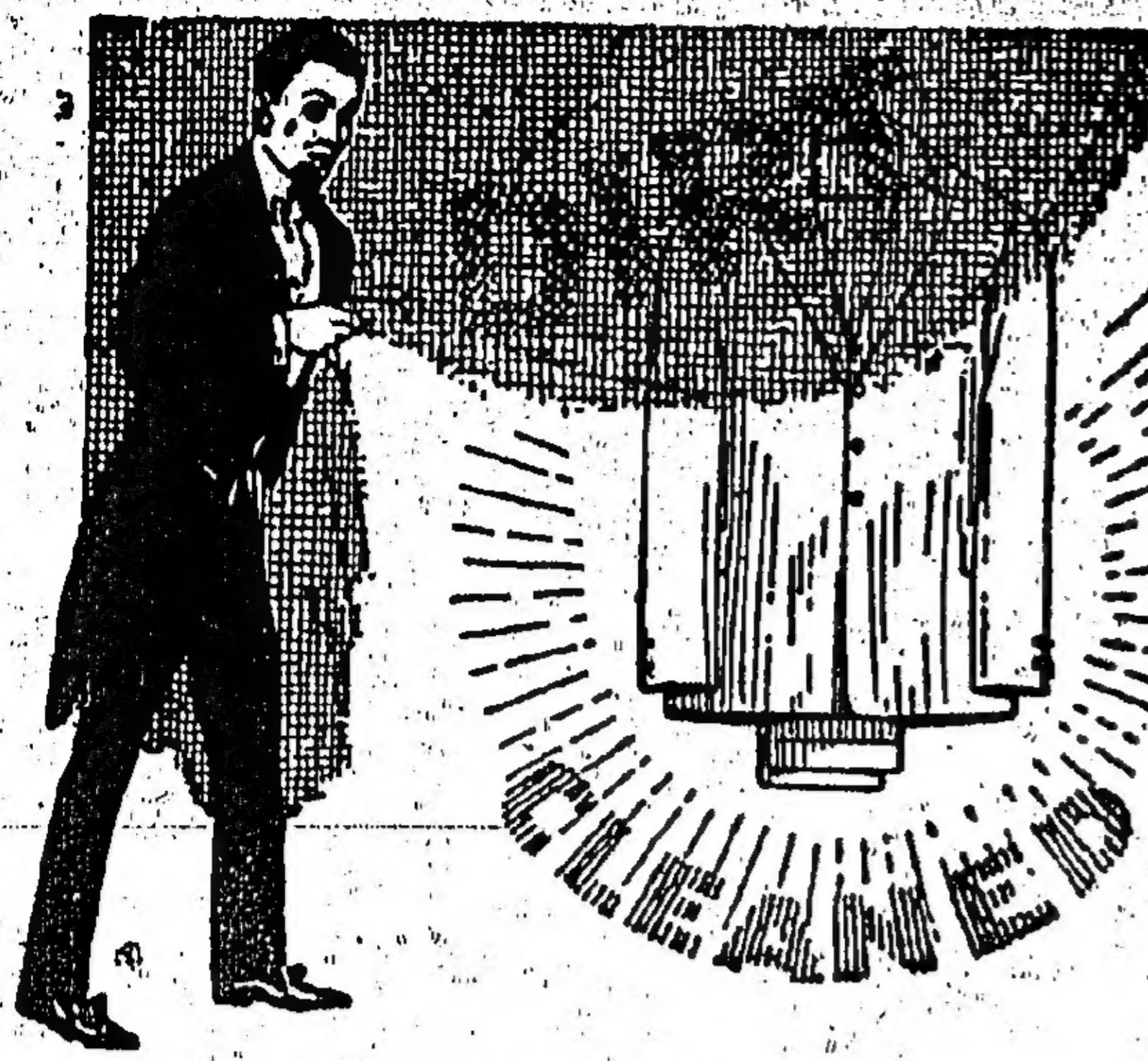
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2 p.m. to 4 p.m.

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SUNDAY:—

7 a.m. to 9 a.m.

DAIRY DEPARTMENTS:—

7 a.m. to 9 a.m. 10.30 a.m. to 12.30 p.m.

2 p.m. to 4 p.m.

SATURDAY:—

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SUNDAY:—

7 a.m. to 9 a.m. 2 p.m. to 3 p.m.

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8 a.m. to 12 noon 8 a.m. to 10 a.m.

SUNDAY:—

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S.S. "LA CONIA"

The above vessel now lying alongside the Kowloon Wharf is prepared to accept cargo for Shanghai, and will be despatched hence on

MONDAY, 16th August, NOON.

DODWELL & CO., LTD.

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PO HING FONG ENQUIRY.

MAXIMUM RESCUE WORK ACCOMPLISHED.

Hearing Adjourned.

The enquiry into the Po Hing Fong disaster was continued yesterday afternoon, at the Central Magistracy, Mr. S. B. B. McElderry, sitting as coroner, the jury being composed of the following, Capt. T. Arthur (foreman), Mr. J. O. Sheppard and Mr. Ho Kom-tong. Mr. F. C. Jenkins, instructed by Johnson, Stokes and Masters, appeared to represent relatives of several who lost their lives in the collapse.

Mr. Edward Newhouse, Engineer, P.W.D., was recalled and put in new plans of the drainage system of the area above Po Hing Fong, stating they were larger and more accurate than was the case with those put in formerly. They showed the sizes of storm water drains and culverts. It also showed that the drain at the junction of Seymour Road and Castle Road had been reduced from two feet by one foot ten inches to a twelve inch pipe. When it was altered he did not know.

Asked as to what the result of this smaller pipe would be, witness said in heavy rain the narrower pipe would act as a throttle and if the rain was heavy enough it would be forced up through the manhole covers and would flow down over Caine Road. A part of it, however, would be intercepted by gullies and storm water drains which would take the water down to the Disinfecting Station.

Retaining Wall Construction. Mr. H. E. Goldsmith, engineer, P.W.D., gave evidence as to the retaining wall built below the site of the new No. 8 Police Station. He said in his opinion very little water would go below the foundations of the wall. It might get down to the foundations, but not below them. The wall was built up against the existing strata; he said in reply to the foreman.

Mr. T. Bolt, overseer, said he was in charge of the building of the wall. He was never on the site during any heavy rain.

Mr. E. Ralphs was then called to give evidence as to the work carried out by the St. John's Ambulance Brigade. He said within half an hour of the collapse there were 24 ambulance men on the scene assisting the Police, and by 11 a.m. the number had increased to 40. This number worked all that day and for ten days after there were always ten men on duty, taking charge of bodies when they came to the surface.

He considered that the arrangements for the saving of life were adequate and could not have been improved.

Police Operations

Mr. D. Burlingham, Assistant Superintendent of Police, described the work carried out by the Police after the collapse. He said the alarm was given at 9.30 a.m. He arrived on the scene at 9.40 and stayed there until 7.15 p.m. that night, at which time there had ceased to be any signs of life among the debris. Thirty policemen were working there altogether and when people or bodies were extricated they were handed over to the Ambulance Brigade. He had ample men there to assist; in fact he had refused further help which was offered. The Tung Wah Hospital very kindly housed a number of coolies who were working there under the Police. On July 17 there were 21 people extricated alive and at 6 p.m. on the following day a voice was heard in the debris and at 2.45 a.m. the next morning a girl was taken out alive. He considered that nothing more than was done could have been done in the matter of saving life.

Mr. H. T. Brooks, superintendent of the Fire Brigade, stated that the alarm was raised at 9.33 a.m. and two appliances with 15 men and one motor ambulance were sent. Later another appliance and another ambulance were despatched. The Brigade worked there for ten days at the end of which time the P.W.D. took over.

On the experts present stating that they expected that it would be another week or ten days before the site was cleared the Coroner adjourned the hearing sine die.

ITALIAN FLIGHT.

DIPINERO IN ROCKHAMPTON.

Rockhampton, August 7.
Major Di Pinedo has arrived—

SHORATGE OF RUBBER.

ONLY FOUR MONTHS' SUPPLIES IN STOCK.

Manufacturers Manifesto.

London, August 7.—A manifesto, signed by fourteen rubber manufacturing firms, has been issued urging the Government to consider the immediate modification of the Stevenson restriction scheme. It estimates that at present there is less than four months' of the world consumption of rubber in stock, while it is generally acknowledged that the normal stocks are eight months' consumption.

The Stevenson scheme provides for an extra release of a maximum of eighty thousand tons a year, equivalent only to two months supply at the present rate of consumption. Unless the scheme is modified the result will be a growingly acute shortage of supplies for a few years, which will be naturally gradually terminated by great supplies from countries outside the Empire and from estates financed by foreign interests.—Reuters.

ARMED ROBBERY.

PEARS USED AS GAGS.

The latest innovation in the use of gags by armed robbers, is the introduction of pears, which are being substituted for the wine cups usually employed in such outrages. The remnants of a dried pear were produced at the Kowloon Magistracy yesterday as an exhibit in a case in which a Chinese was charged with being concerned in an armed robbery committed at 55 Wai Ching Street, on July 27.

It appears that ten days prior to the robbery, a man rented a cubicle at the house for the sum of \$2. A week later another man, together with a small boy, who was described as the first visitor's brother, went to the floor with certain articles of furniture. On the day of the robbery they again appeared and when asked why they had not removed to their little child had been ill.

They had not been on the floor long before they commenced operation and gagged the occupants with pears, prior to confining them in one room. Before they had sufficient time to ransack the house, one of the tenants who had been in the kitchen, rushed into the front part of the floor and blew a police whistle, causing the men to decamp. After hearing the evidence the case was adjourned.

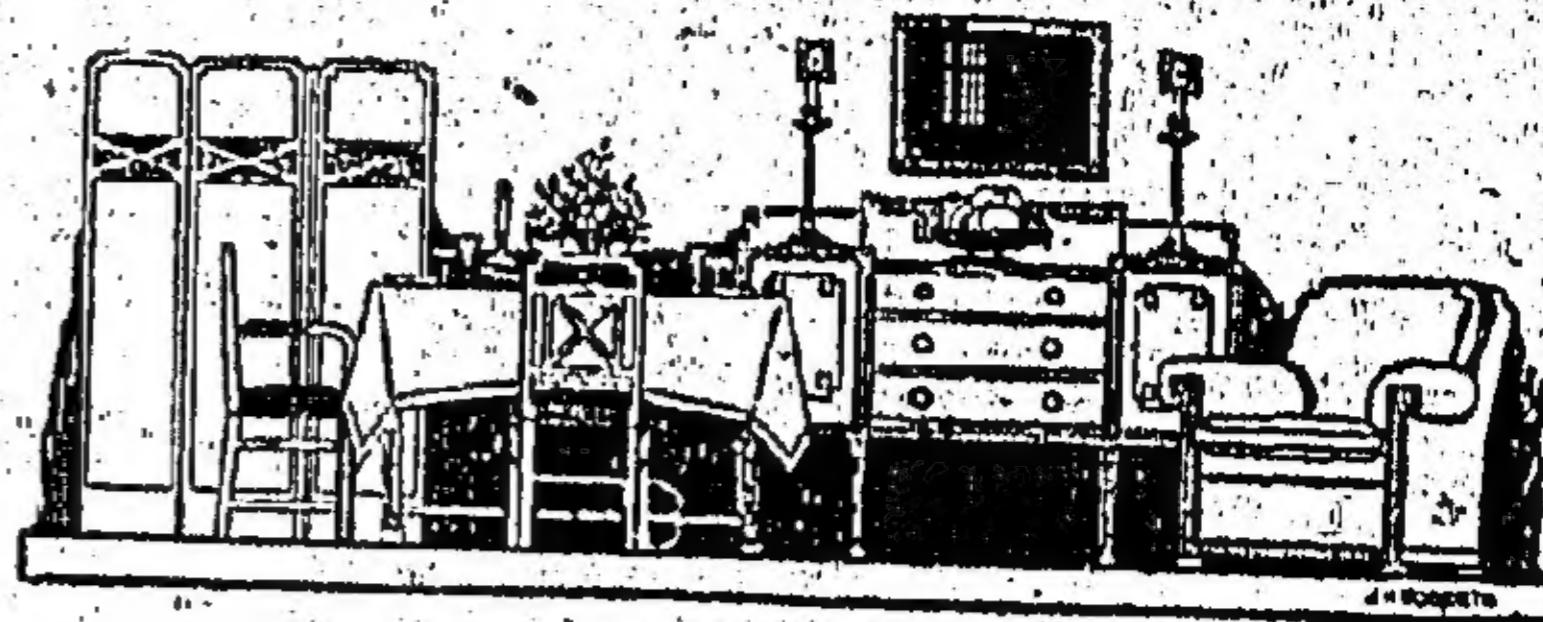
BANK RATE REDUCTION.

OUTCOME OF RESTORATION OF GOLD STANDARD.

London, August 7.—The Times City Editor says the reduction in the Bank rate is the direct outcome of the restoration of the gold standard. There has been a net influx of eight and a half millions gold since April 29, which has raised the Bank of England stock of metal to the unprecedented figure of one hundred and sixty-four and a half millions, and, consequently there has been a considerable addition to the actual and potential supply of credit. The Bank's reserve ratio is lately higher than for the past nine years and the discount rate has fallen away to a figure which has left the bank rate ineffective.—Reuters.

THE COAL SUBSIDY.

London, August 7.—After a few speeches by labourites, Mr. Saklatvala contended that if the profits of the British coal industry could be restricted in order to preserve wages, the same thing ought to be applied to British mine owners in South Africa, China and India so that wages in those areas could not be reduced to a minimum and re-enacted on British wages. Mr. Purcell declared that conditions in the coal industry in China and India were shameful. Messrs. Bromley and Purcell both denounced what they described as the threats made yesterday in regard to what would happen if the trade unions supported the miners again. He declared that no threats could prevent them from again supporting their comrades if necessary to secure fair conditions.—Reuters.



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IN WAXED FINISHED OAK OR IN FRENCH POLISHED MAHOGANY, DESIGNED ON SIMPLE BUT DIGNIFIED LINES, IS THE KEY-NOTE OF PRESENT DAY FASHION. EXCELLENCE IN WORKMANSHIP AND BEAUTY OF FINISH ARE THE ESSENTIALS IN WHAT IS TO-DAY RECOGNISED AS GOOD FURNITURE

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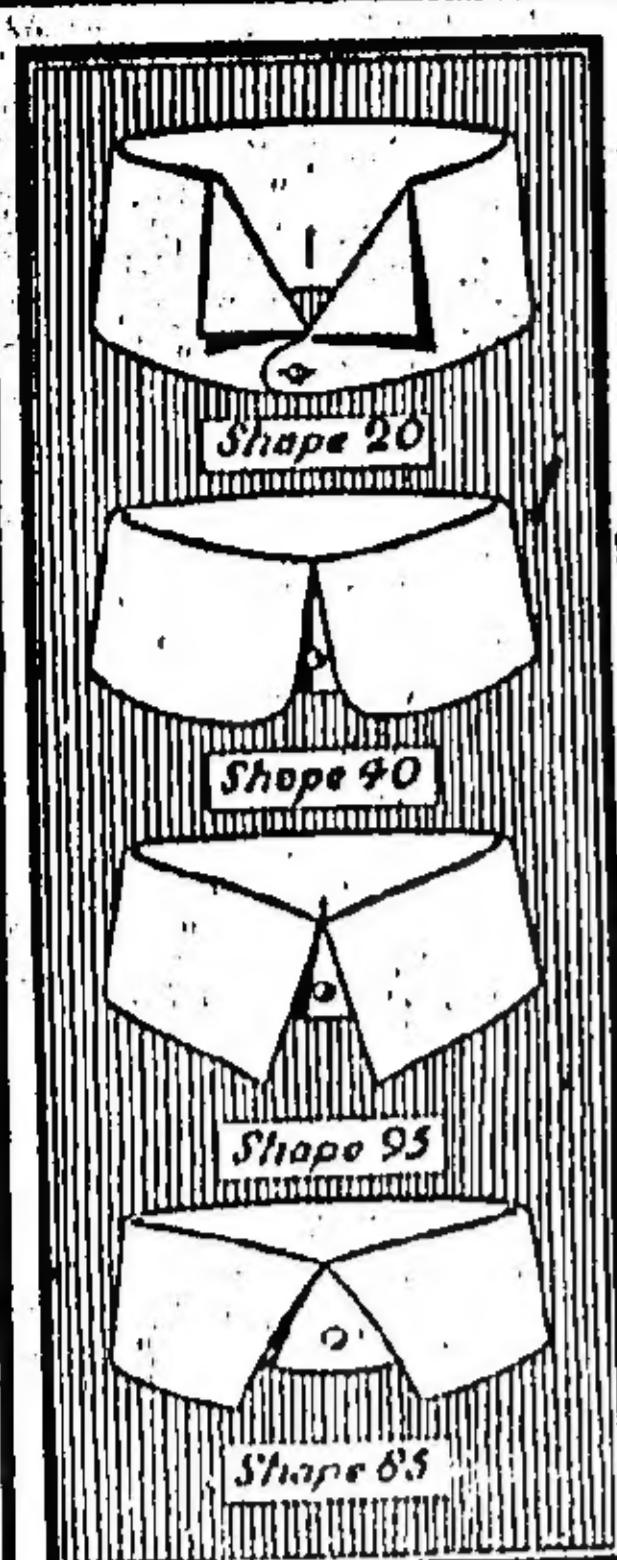
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REGISTRATION.

Your servant may now be registered at \$1.00 per head. Recorded certificate showing name, photograph and thumbprint. At the termination of the present situation we hope to supply domestic servants of all descriptions for a nominal fee.

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WE ILLUSTRATE FOUR POPULAR SHAPES IN SUMMIT COLLARS WHICH WILL WITHSTAND HARD LAUNDERING.
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No. 95—CAN BE WORN ON ANY BUT FORMAL OCCASIONS.
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WHEN it is "set fair" with the thermometer in the eighties you can always command a refreshing breeze from your

Electric Fan

It will keep you fit until holiday-time, and sustain you at concert-pitch afterwards.

One unit of electricity will drive a small fan for 20 hours.



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WHITEAWAY'S
SALE

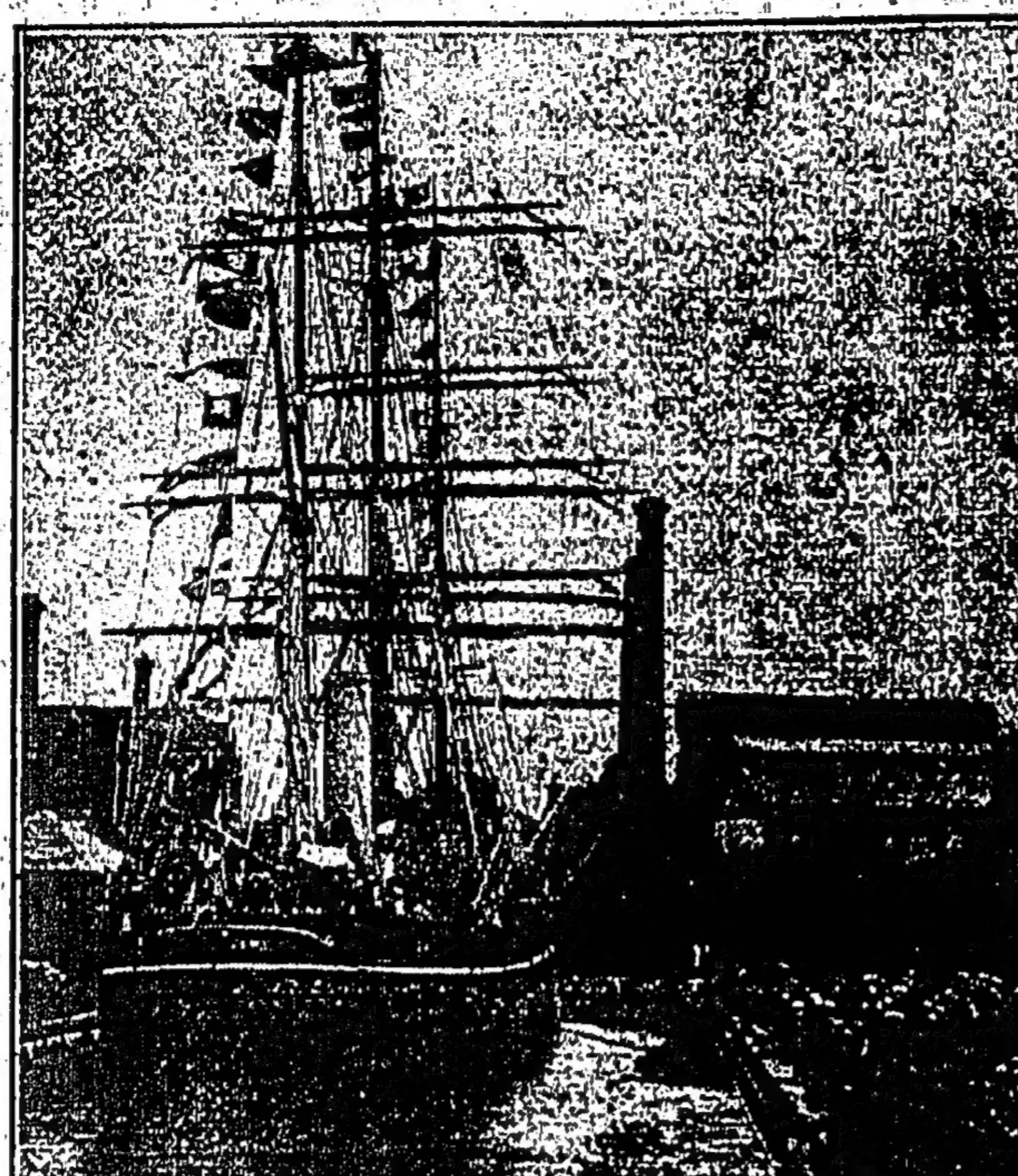
SPECIAL BARGAIN

We have just received a line of men's fine cotton socks that has been delayed by the strike. Rather than carry these over until next summer we are offering them at practically cost price. All sizes in White, Black, Tan, Grey and Champagne.

SPECIAL
SALE 60 cents
PRICE per pair

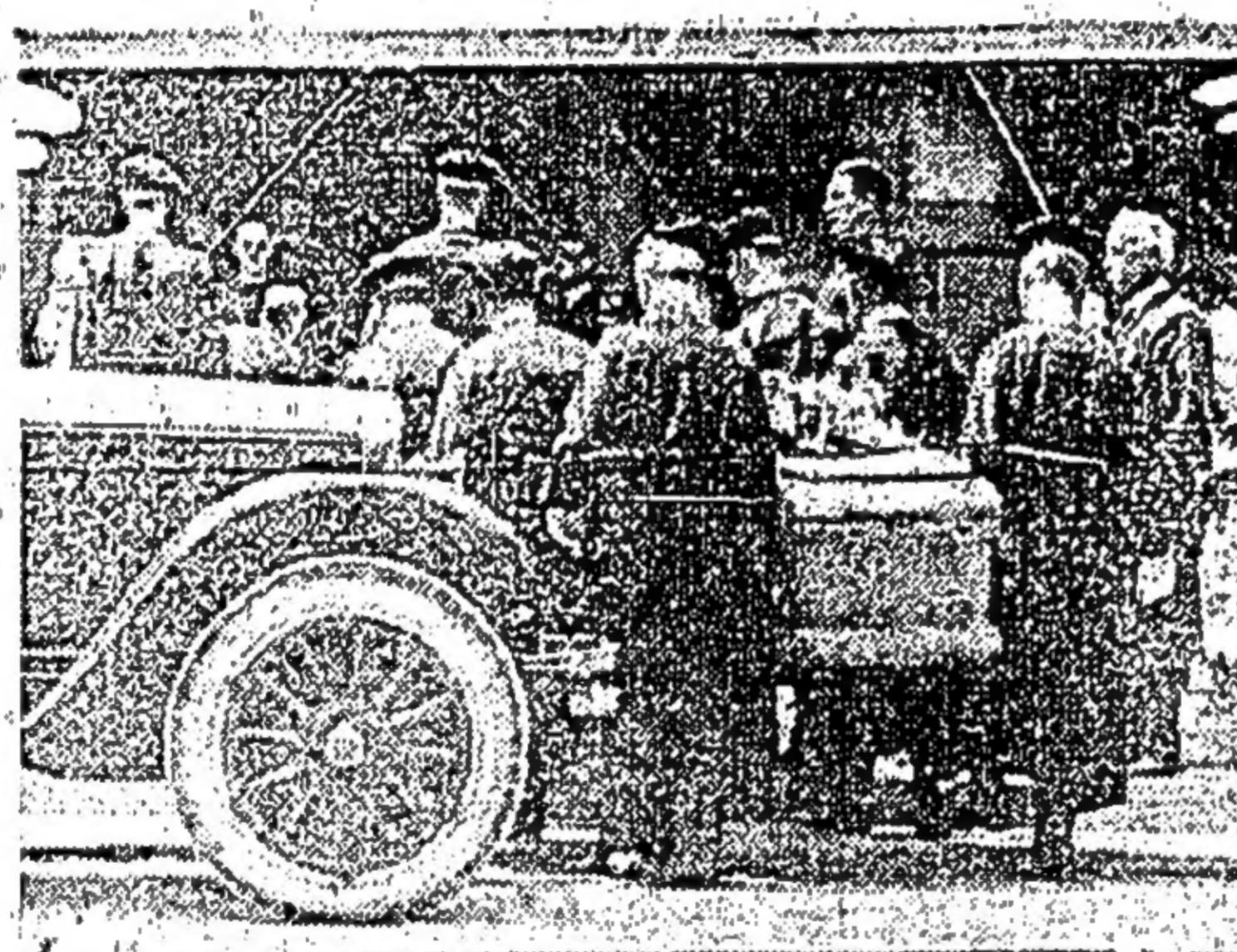
WHITEAWAY'S GENT'S DEPARTMENT.

A Famous Ship.



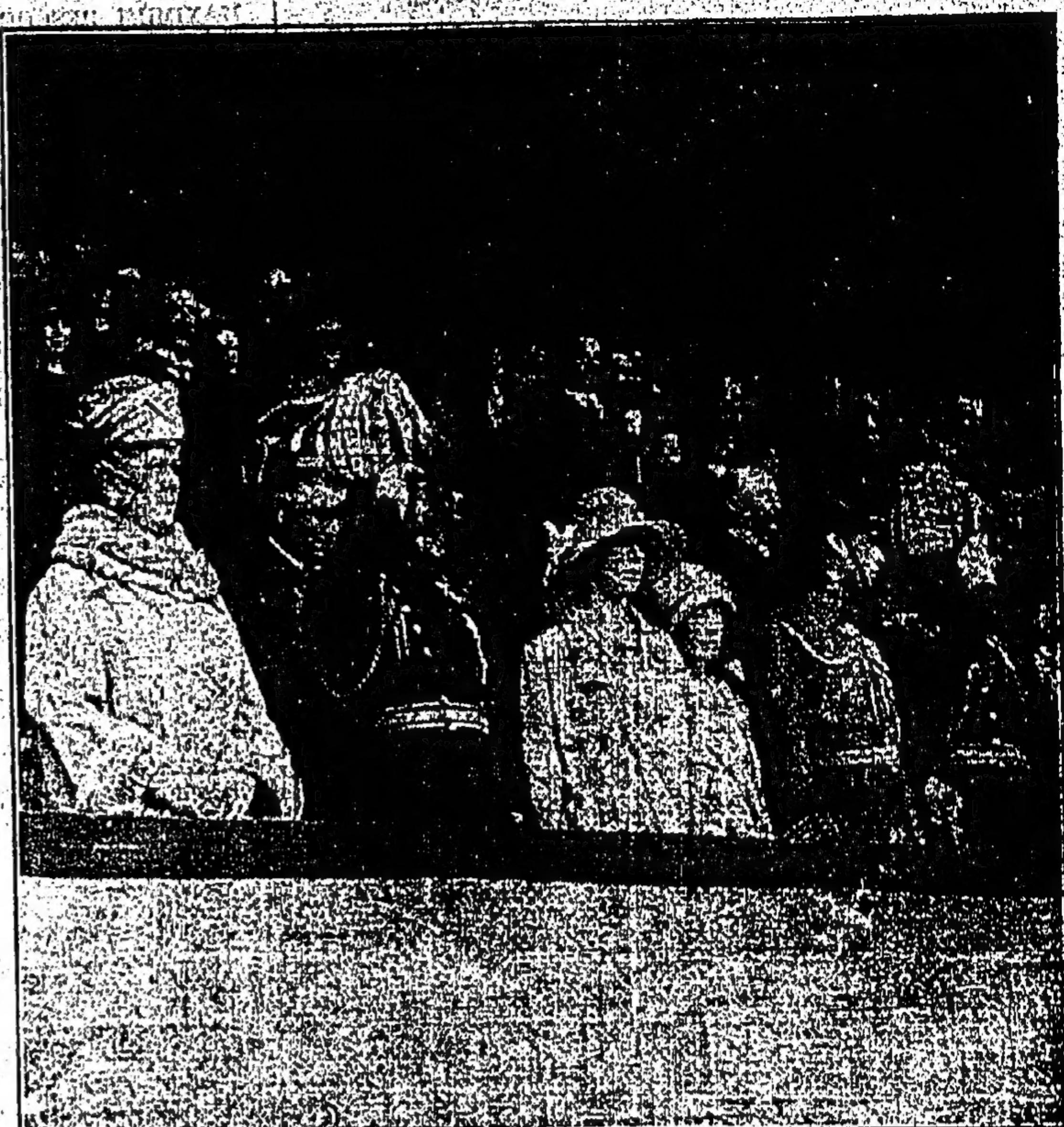
The scene at the undocking at Portsmouth of the "Discovery," Captain Scott's old ship, which has been reconditioned for a whaling research expedition in Antarctic waters. The ceremony was performed by Mrs. L. S. Amery. ("Times" copyright photograph.)

Laid to Rest.



The body of Mr. Thomas R. Marshall, former Vice President of the United States, being laid in a vault at Marion, Ind. Funeral services were marked by extreme simplicity.

Their Majesties at Wembley.



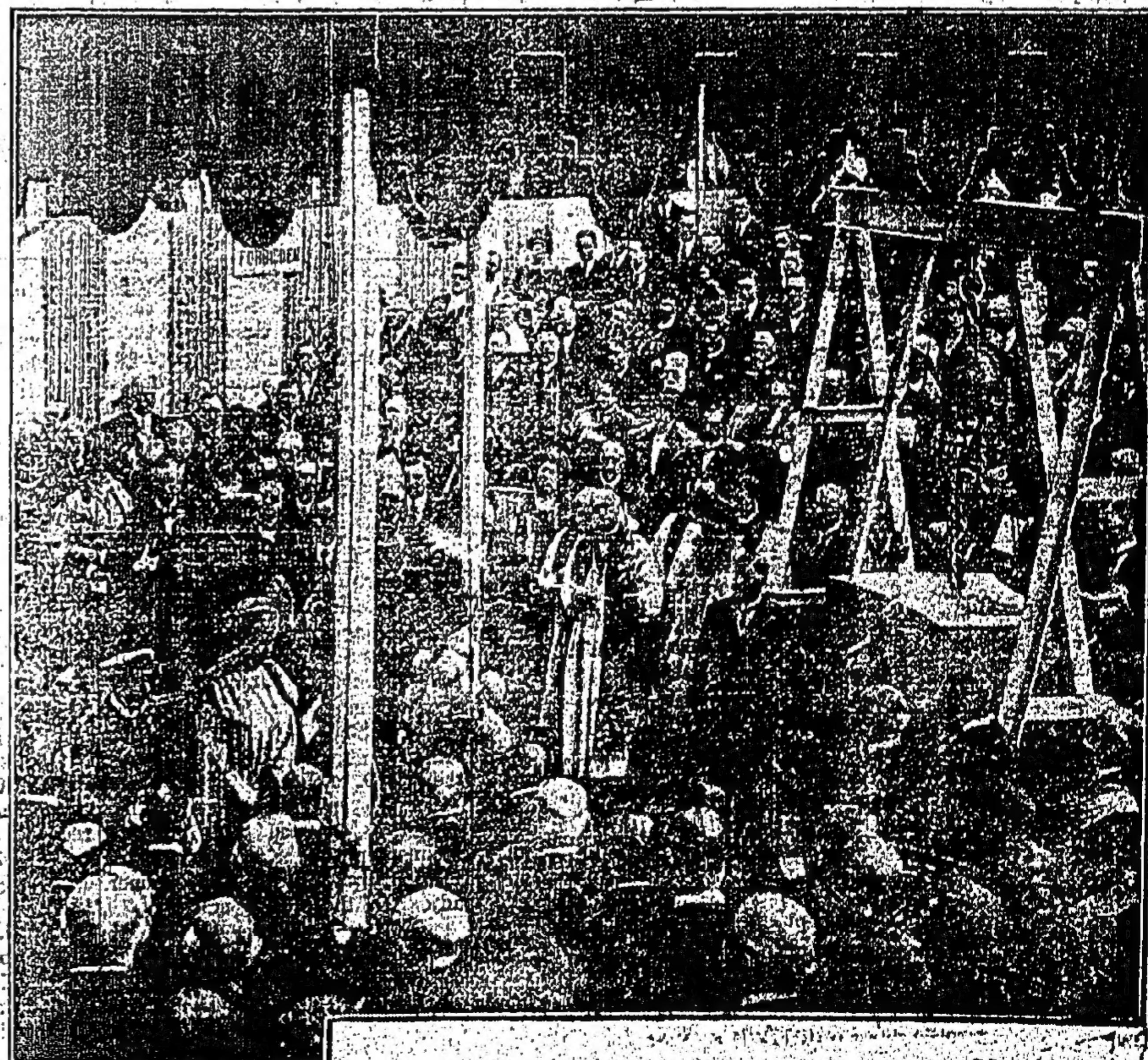
There was a big attendance at the special Empire Day service held in the Stadium at Wembley. The King was present with the Queen and many other members of the Royal Family. Our photograph shows from left to right: H. M. the Queen; H. M. the King (saluting); Princess Mary (Viscountess Lascelles); Duchess of York; Duke of York. ("Times" copyright photograph.)

Their Colonel-in-Chief.



During her recent visit to Colchester, Princess Mary (Viscountess Lascelles) inspected the 2nd Royal Scots, of which regiment she is Colonel-in-Chief. Our photograph shows her passing down the ranks. She afterwards took luncheon in the Officers' Mess. ("Times" copy-right photograph.)

Lloyd's Foundation Stone.



The King is seen replying to the address of the Corporation of Lloyd's at the ceremony when he laid the foundation stone of the new Lloyd's in Leadenhall Street. The King was accompanied by the Queen and Prince Henry. The Bishop of London is seen in the centre of the picture. ("Times" copyright photograph.)

Rev. Billy Sunday perched in the world's largest chair at Thomasville, N.C., erected as a monument to the chair industry.

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UNDER CONTRACT WITH H. M. GOVERNMENT.

S.S.	Tons	From Hong-kong (about)	Destination
KASHGAR	9,005	8 Aug. noon	M'les, Casa Blanca, L'don, A'werp & Hull
ALIFORE	5,273	14th Aug.	Sp'ore, P'ang, C'bo & B'bay
SICILIA	6,813	18th Aug.	Marseilles & London
MACEDONIA	11,089	22nd Aug.	M'les, Casa Blanca, L'don, & A'werp
KIDDERPORE	5,334	28th Aug.	M'les, London & Antwerp
JEYPORE	5,318	2nd Sep.	Sp'ore, P'ang, C'bo & B'bay
NARKUNDIA	16,227	5th Sep.	Marseilles & London
KHYBER	9,114	19th Sep.	Port Soudan, M'les, London & Antwerp
KARMALA	9,128	3rd Oct.	M'les, London & Antwerp
SOUDAN	6,696	15th Oct.	Sp'ore, P'ang, C'bo & B'bay
MALWA	10,941	17th Oct.	Marseilles & London
SICILIA	6,813	29th Oct.	Sp'ore, P'ang, C'bo & B'bay
KHIVA	9,135	31st Oct.	Marseilles, L'don & A'werp
MANTUA	10,902	14th Nov.	Marseilles & London
KALYAN	9,118	28th Nov.	M'les, London & Antwerp
KASHMIR	8,985	10th Dec.	Sp'ore, P'ang, C'bo & B'bay
MOREA	10,911	12th Dec.	M'les, London & Antwerp
KASHGAR	9,005	26th Dec.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS

TAIREA	7,923	8 Aug. noon	Sp'ore, Penang & Calcutta
TAKLIWA	7,936	16th Aug.	Sp'ore, Penang & Calcutta
TAJMA	10,000	3rd Sept.	Sp'ore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,918	2nd Sept.	Manila, Sandakan, Thurs.
ARAFRA	6,900	7th Oct.	Island, Townsville, B'pane
ST. ALBANS	4,500	4th Nov.	Sp'ore and Melbourne.

The E. & A. S. Co. Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolombangara, Tawau, Timor, Darwin, or other ports en route as indument offers. Frequent connections from Australia with the following:- The Union S.S. Co., Steamers to the United Kingdom via New Zealand, Vancouver San Francisco, etc. The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KHYBER	9,114	8 Aug. noon	Shanghai, Moji & Kobe
TANDA	6,918	11th Aug.	Moji, Kobe & Yokohama
NARKUNDIA	16,227	21st Aug.	Shanghai
KARMALA	9,128	4th Sept.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freights, etc., apply to MACKINNON, MACKENZIE & Co., P. & O. Bdg., Connaught Rd., C. Agents.

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OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENAMOY	23rd Aug.		
GLENGARRY	3rd Sept.	No Sailings at Present.	
GLENSHANE	22nd Sept.		

Movements are subject to change without notice.

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AND

AMERICAN & MANCHURIAN LINE

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Sailings from Hongkong.

S.S. "MERTON HALL" ... via Suez Canal ... 19th August.
S.S. "LAMEDON" ... via Suez Canal ... 26th August.
S.S. "PELEUS" ... via Suez Canal ... 7th Sept.
S.S. "MALVERNIAN" ... via Suez Canal ... 19th Sept.
* Calls at New York first.

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MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ Y LOPEZ 3rd Sept.
ISLA DE PANAY 28th Oct.
LEGAZPI 19th Dec.

YOKOHAMA, KOBE, MOJI & SHANGHAI.

C. LOPEZ Y LOPEZ 15th Aug.
ISLA DE PANAY 9th Oct.
LEGAZPI 30th Nov.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply:-

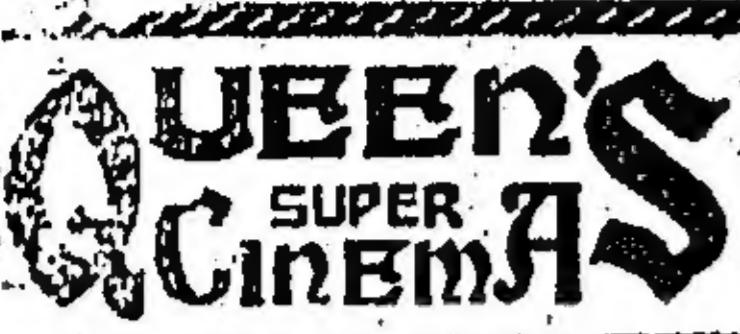
BOTE LHO BROS.

Tel. 1331. Alexandra Building, Hongkong.

O. D. BARRETO, Ltd. 28, Avenue B.C. CANTON

Shipping to Europe, Australian, and other Ports.

Entertainments.



Daily at
2.30,
5.15,
7.15,
9.15.

Change of Programme
Tuesday—Thursday—Sunday

Sundays at
6 p.m.
7.30.
9.15.

TO-DAY

DOUGLAS MacLEAN

in

THE HOTTE NOT

Love—Adventure—Thrills
And Laughter all the way.
A Sporting Drama with a
never-to-be-forgotten horserace.

Added Attractions

FELIX CARTOON—OUR
OWN TOPICAL—PRIZMACOLOUR

He Made Love a Plaything

She thought she alone held his love—until she saw him on the beach. THE CENTRE OF ADMIRING BATHING BEAUTIES of his own social class! Love to her was a sacred thing and she saw him make of it a plaything. How could she cut short this "MAD WHIRL"

See

MAY McAVOY

in another big Universal Jewel and watch her cut the Gordian knot.

THE MAD WHIRL
is showing
TO-DAY
at 5.30 and 9.15 at

THE STAR

IN THE SUPREME COURT OF
HONGKONG.FOR SALE
BY THE UNITED STATES
GOVERNMENT
NAVY DEPARTMENT

"As It" and "Where Is" the U.S.S.
Ajax, ex collier Scindia.

For full particulars regarding terms of sale and inspection of vessel, apply to the Supply Officer, U. S. Navy Station, Cavite, P. I.

Vessel to be sent for inspection from July 15, 1925 to August 13th, 1925, both dates inclusive, between the hours of 8 a.m. and 4 p.m., Sundays and Holidays excepted.

BIDS will be publicly opened 2 p.m., August 14, 1925.

Copies of circular proposal may be obtained at American Consulate General, Hongkong.

HONGKONG TRAMWAYS LTD.

NOTICE TO SHAREHOLDERS

A N INTERIM DIVIDEND of fifty cents per share has been declared and will be payable ON AND AFTER WEDNESDAY, The 28th August, 1925, when Dividend Warrants may be obtained upon application at the offices of the company.

The REGISTER OF MEMBERS of the company will be closed from THURSDAY, 13th August to WEDNESDAY, 28th AUGUST, 1925, both days inclusive.

By Order of the Board.

W. F. SIMMONS,
Secretary.

Hongkong, 29th July, 1925.



Holyoak Massey, & Co., Ltd.
Distributors.
Queen's Eds. Tel. C.673.

WANTED.

Newspaper Compositors.
Apply—

MANAGER,
Hongkong Telegraph.

PREMISES TO LET.

TO LET.—For 2 months, from 15th August fully furnished 3 roomed flat, bathrooms, modern sanitation, kitchen, servants quarters etc., in good locality Kowloon, 5 minutes from ferry. Also servants including wash-mah. Suitable for married couple, only rent and servants to be paid. Apply to Box No. 1364 care of "Hongkong Telegraph."

ARDLUI HOUSE 229, Nathan Road, Kowloon, board and residence. All modern conveniences, terms very moderate. Apply Manageress, telephone K.1215.

TO LET.—Furnished European flat, centrally located, Kowloon, immediate occupation if necessary. Apply to Advertiser, P.O. Box 86.

GODOWN TO LET, in Alexandra Buildings. Apply Secretary, A. S. Watson & Co. Limited.

TO LET.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

TO LET.—Spacious suite of Offices 2nd floor, Chartered Bank Building (lift). Apply to Linstead & Davis, Alexandra Buildings.

TO LET.—2 newly-constructed 3-storeyed semi-detached houses with garages attached situated on Inland Lot 2365 Stubbs Road marked by signboard of Shun Shing Contractor just a little above Morrison Tap Road. Occupation about June 1st. Apply Sang Kee, New Bank Building.

SITUATIONS WANTED

CONFIDENTIAL SECRETARY, Lacy, British; available beginning September as Confidential Secretary (shorthand typist) or Companion, musical. Interview arranged by letter to Box No. 1632, c/o "Hongkong Telegraph."

ENGLISH WOMAN, Experienced Child's nurse, qualified diaper er, excellent referee, requires position of trust from now. Miss Court care of Gude, 152, Corderia, Santa Mesa, Manila.

Particulars and conditions of sale may be obtained from the offices of

LAMMERT'S
AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wed. the 5th August 1925.

at 11 a.m. at Messrs. Kung Yau Yuen's Godown

(for account of the concerned).

120 Cases English Oat

Terms.—Cash on delivery.

LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 7th Aug., 1925

commencing, at 11 a.m. at their Sales Room, Duddell Street.

220 Brass and Cast Iron Bracket Lamps

8 Coils Single Lead Covered

Wire

1 Drum Wire Cable

3 Cases—59 Pieces Miller

Tire Tubes

1 Keg Green Oxide Powder

10 Electric Table Fans

27 Tins Mess

123 Khaki Jackets

33 Khaki Shorts

21 Krak Trousers

16 Khaki Brooches

12 Bonnets

52 Caps

41 Helmets

12 Great Coats

3 Drums Black Paint

A Selection of German Glass

Ware

Three Austrian Iron Safes

"Flying Wheel" Brand (New)

also

A Quantity of School Furniture

comprising—

Desks

Desks and Seats

Blackboards and Stands

and

A Lot of Miscellaneous Goods.

Terms.—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

By Order of the Mortgagor.

Messrs. Lammert Brothers have

received instructions to sell by

Public Auction,

on MONDAY,

the 10th day of August, 1925, at

3 o'clock in the afternoon, at their

Sales Room, Duddell Street, Victoria, Hongkong.

The Very Valuable Leasehold

Property

situate between Kennedy Road and

MacDonnell Road, Victoria aforesaid and registered at the Land

Office as section A and the remaining

portion of Inland lot No. 1380.

IN ONE LOT

The area of the land is 21350

square feet or thereabouts.

The property comprises three

European Messengers or Dwelling

Houses being No. 6, Kennedy Road and

No. 14 and 14A MacDonnell

Road, together with the grounds

attached thereto respectively.

Particulars and conditions of

sale may be obtained from the

offices of

MESSRS. DEACONS,

1, Des Voeux Road Central,

Vendors' Solicitors or

Messrs. LAMMERT BROS.
Auctioneers.

Hongkong, July 26, 1925.

BY ORDER OF THE FIRST

MORTGAGEE

THE VALUABLE LEASE-

HOLDER PROPERTY

situate at Victoria in the Colony

of Hongkong and known as

Sections M & N of Inland Lot

No. 795

with the buildings thereon news

known as

Nos. 24 and 26 Clarence

Terrace in One Lot

to be sold by

PUBLIC AUCTION.

on Tuesday

The 4th day of August 1925,

at 3 p.m. by

Messrs. LAMMERT

BROTHERS

Auctioneers

At their Salesroom in Duddell

Street, Victoria, Hongkong.

For further particulars and

conditions of sale apply to:

Mr. H. K. Woo,

Solicitor,

Bank of China Building,

No. 4 Queen's Road Central,

or to

Messrs. Lammert Brothers,

the Auctioneers,

Duddell Street,

Hongkong 30th July 1925.

G. E. R.

NOTICE.

OWNERS and drivers of Motor Vehicles are requested to note that licences were due for renewal on the 1st July. They are asked to renew the same forthwith.

P. P. J. WODEHOUSE,
Capt. Supt. of Police.

Hongkong, 6th August 1925.

NOTICE.

NOTICE is hereby given that Mr. A. J. Allison severed his connection with this Company at the close of business on July 8th, 1925.

THE DRAGO MOTOR
CAR CO. LTD.

FOR SALE.

FOR SALE.—Thoroughbred Pedigree Cocker Spaniel puppies. 8 weeks old. Apply Box No. care 1363 of "Hongkong Telegraph."

NOTICE.

Mr. F. M. Weller having left the Colony, all business communications relating to the Sun Life Insurance Co. of Canada should be addressed to the undersigned, who will be in charge of the South China Division and the Hongkong Office until further notice.

R. W. TAPE,
Resident Secretary.

Hongkong, July 24, 1925